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Reduce pounds to bushels in car load lots. Oats (22 lbs.), six
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Consignments Solicited. Prompt Returns
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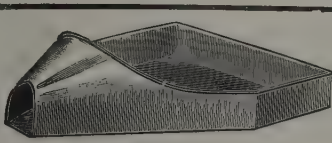
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Do you see where it helps YOU

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Will not Rust or Tarnish

Grain Size, 2½x12x16½" \$1.50 Seed Size, 1½x9x11" \$1.25
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Telephone 80 Board of Trade

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They bring quick returns.

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Always in the market for milling wheat;
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Toledo leads the world on Clover Seed
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Offer us your Grain and Seed: Consign it, or
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Buyers and Shippers of GRAIN

We buy F. O. B. your station for direct
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Personal attention to consignments.
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Is sheets of bond paper ruled to facilitate keeping a
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As a handy reference record of market prices it
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Receive our personal attention. Sam-
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sales made on basis of thorough billing
when shipped over road run ing direct
to Toledo. On such sales shipper pays
no freight or elevation; only our com-
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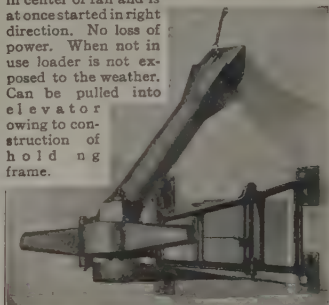
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Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator owing to construction of holding frame.



This loader has many other points of superiority. Write now.
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A Pocket Manual of Useful Information for Operators of Gas and Gasoline Engines

It tells how to start and stop. Care of the engine. Gas engine troubles, where to look for the cause of the trouble, and the remedies which apply. How gasoline engines differ from gas engines. How to handle a gasoline engine and special rules for its care. All about the igniters, valve mechanisms, governors and devices for starting large engines, etc.

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That Will Not
Damage the Grain.

COMBINED Grain Cleaner and Pneumatic CAR LOADER

North Manchester, Ind.
August 15, 1907.

Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,
KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.



The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.
MATTOON, ILL.**

MAROA MFG. CO. Maroa, Ills.

Gentlemen:—Enclosed please find draft to balance account. The loader is doing good work and I am well pleased with it.

IVESDALE, ILL., AUG. 8, 1908.

MAROA MFG. CO.

Dear Sirs:—Herewith find check to pay for loader. It is doing splendid work.

Yours, etc., THE IVESDALE GRAIN CO.

IVESDALE, ILL., AUG. 13, 1908.

In June, 1901 we sold Mr. Camp a No. 12 Boss Car Loader for his Ivesdale house and in August 1902 he purchased one for his elevator in Benet. In May 1902 we sold one to Mr. W. W. Porterfield in Ivesdale and on the second day of last July we received a letter from the Ivesdale Grain Co. saying they intended to buy a loader so we had better send a man to see them. We did so that day and the next day we shipped them a No. 14. Of course Mr. Camp's old loader was still in successful operation otherwise his competitors would not have wanted a loader of that kind, but when he saw the new one they got he proposed a trade which we made.

We make them in five sizes all of which we carry in stock for prompt shipment and send them with the understanding that if you are not satisfied with them in every respect you may return them at our expense.

Maroa Mfg. Co.,

Maroa, Ill.

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Light Running Three-Roller Mills

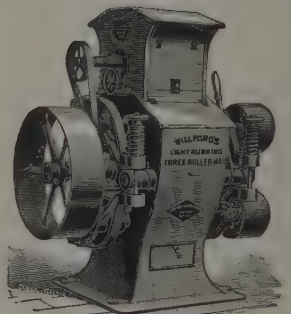
ARE THE BEST
FEED MILLS FOR ELEVATORS

because they take the least power,
are strong, simple and durable.

Write for Circulars and Prices.

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NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for itself:

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Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, less of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KELLY & SON,
By J. Z. Kee.

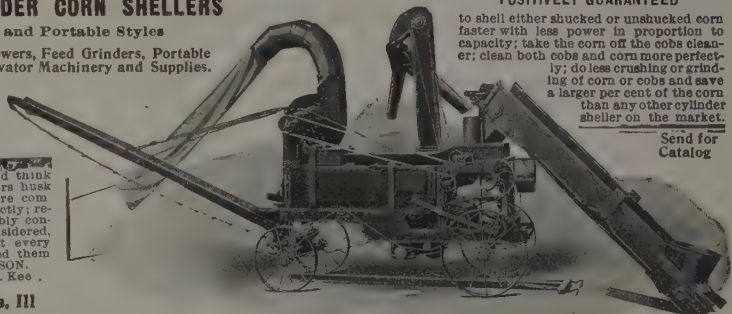
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POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

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Catalog



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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

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Full Equipments for Grain Elevators

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It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

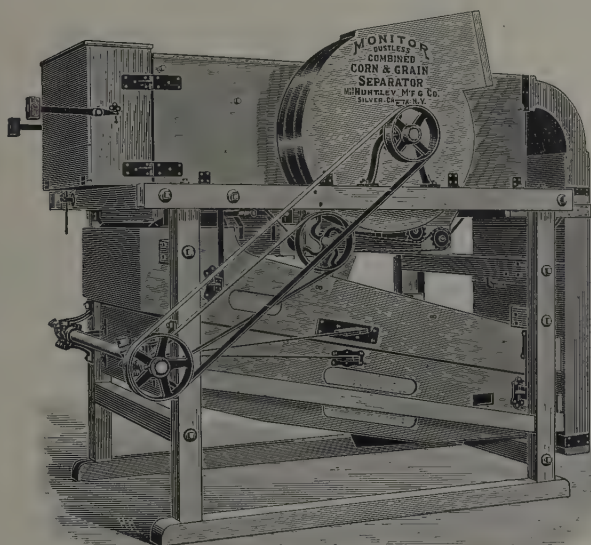
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255 La Salle St., CHICAGO, ILL.



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**We build Cleaning Machines that
Give Perfect Results**

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Consult with us—our methods are new and entirely dependable.

The Monitor Combined Corn and Grain Cleaner

This machine cleans two kinds of grain without changing screens.

HUNTLEY MANUFACTURING COMPANY

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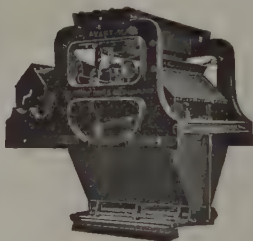
SILVER CREEK, N. Y.

CHICAGO, ILL. F. M. Smith, 302 Traders Building
NEW YORK, N. Y. W. K. Miller, 121 Front Street
KANSAS CITY, MO. H. C. Drayer, 10 Board of Trade
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FOR SHIPPING AND RECEIVING GRAIN



"No Live, Progressive, Up-to-Date Grain Dealer should be without the AVERY, and, once tried, will not be without them."

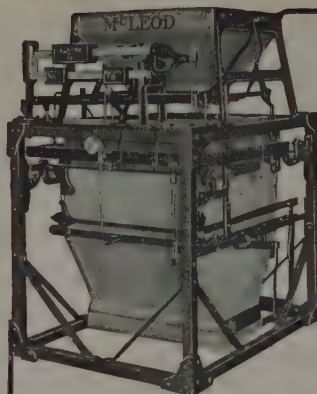
WALLACE GRAIN CO.
Cresbard, S. D.,
April 4, 1908.

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"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weighs and records accurately, every pound of grain passing through it. Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

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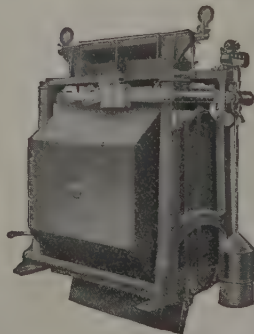
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PRICE, \$3.00

GRAIN DEALERS JOURNAL, 255 La Salle, St., Chicago

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HIGHEST DEVELOPMENT
OF AUTOMATIC WEIGHING



Simple

Operated wholly by gravity, no springs, few parts.

Rapid

Double compartment hopper, each side dumping as opposite fills.

Accurate

Has sealed standard weights and graduated beam. Can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

Write for Circular
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Fairbanks, Morse & Co.

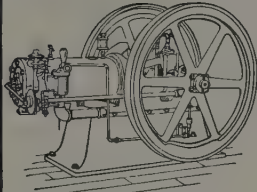
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**RICHARDSON
AUTOMATIC
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SCALE**

POWER FOR GRAIN ELEVATORS

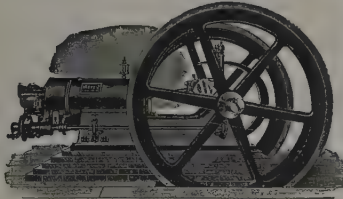


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Gas
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Engines

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Used by many lines of elevators.
Used by the U. S. Government.
Used by some of the largest railway systems in
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Let us tell you why.

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WITTE GAS AND GASOLINE ENGINES

Any size for all kinds of fuel. No engine can be more economical or reliable. We assume the risk and demonstrate that our engine is superior. Perfectly Safe—No Fire Danger—Easy to Start.

Five Year Bond Guarantee

The most modern gas engine factory in America.

Prompt deliveries. Complete equipments.

Write us for elevator power Catalog X.

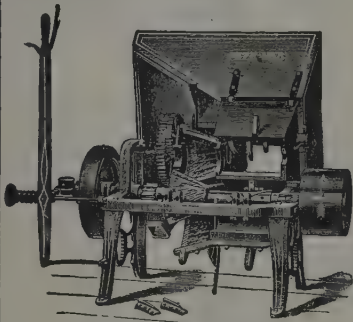
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Crush ear corn (with or without shucks) and Grind all kinds of small grain; separately or mixed. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

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Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

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FOOS GASOLINE ENGINES

ARE ECONOMICAL

For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing efficiency of engine.

FOOS Engines, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses common to most engines. Write for Catalogue No. 20. THE FOOS GAS ENGINE CO. Springfield, O.



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OTTO SUCTION GAS PRODUCERS and OTTO ENGINES

are reliable and can be operated by men of ordinary intelligence.

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This man, without special instructions but with the use of "horse sense" causes his plant to work fine. There is a volume of praise for "OTTO" machinery in Mr. Witter's short letter.



OTTO GAS ENGINE WORKS, Phila., Pa.

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Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

If Your Business

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advertise it for sale

Burrell Improved Manlift

This lift is so well known it is useless to describe it.

**Everything for the
Elevator**



means Best Built

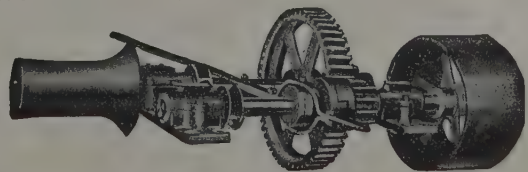
Now is the Time

to install a Car Puller on account of the bad condition of R. R. tracks which are covered with snow and ice; as we know it is almost impossible to move a car with a pusher. Here is a Car Puller we can furnish complete for \$36.00.

BURRELL MFG. CO.

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CHICAGO, ILL.



Five Dollars Each

is the regular price of the following car movers.

Our Price \$3.75

Each is claimed to be the best

{	EASY	}	We don't care which you order
	ATLAS		
	SAMSON		
	SPECIAL		
	SHELDON		
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Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

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Grain Dealers Supply Co.

322 4th Ave. South
MINNEAPOLIS, MINN.

Sells Machinery for Elevators and Mills

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Avery Automatic Scales
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Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

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The best work—quick service.

Write us for Catalog and Prices on anything you need.

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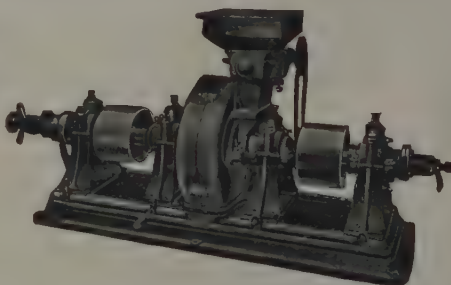
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

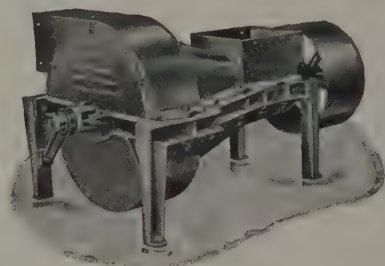
Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



The U. S. Corn Sheller

(Patented October 17, 1905).



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Screw
Adjustment
Simple
and
Positive
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Small Sizes
All Iron
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Read These Hearty Reports

B. S. Constant Co.,
Bloomington, Ill.

Athens, Ill., Aug. 29th, 1908.

Gentlemen:—Now in regard to the U. S. Sheller bot of you lately, I must say she works "bully." The Adjuster is all O. K. The sheller can be adjusted easily while running

September 10th, 1908.

In regard to the cracking of the corn, I can conscientiously say that the U. S. sheller don't crack the grain any more than any standard sheller and I have used four different makes.

Yours truly, F. J. ZIMMERMAN.

Write us before buying a Sheller.

B. S. Constant Co., Bloomington, Ill.

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Used by the leading elevator builders and contractors in filling their contracts is usually

"Hamilton Made"

If you have not insisted upon such a specification you should do so. Hamilton Made Rubber Belting, specially manufactured for elevator service, gives perfect satisfaction.

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UPON REQUEST

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bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

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Designer and Builder ST. PAUL, NEB.

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I build them in wood, concrete or steel. All space fully utilized. My houses are modern and up-to-date and economical to operate. Get my ideas before placing your contract.

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Grain Elevators and Warehouses

Plans and Specifications furnished on application.

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Grain Elevators a Specialty

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Especially Designed for Economy of Operation and Maintenance
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Designers and Builders of

UP-TO-DATE ELEVATORS

Our Plans and Specifications are unexcelled. Give us a fair trial and compare notes.

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Designer and Builder of

Flour Mills and Grain Elevators

DALEVILLE, IND.

My Aim—

Is To Build

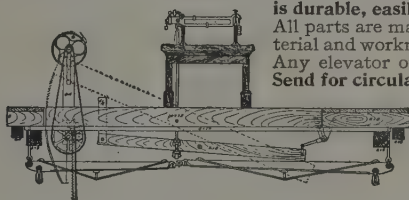
GRAIN ELEVATORS

Which are right up-to-date in every particular

M. J. TRAVIS,

KANSAS CITY, MO.

The Eagle Wagon Dump



Patented October 10, 1905.

We Carry a Full Line of
ELEVATOR & MILL SUPPLIES.

is durable, easily set up and simple in construction. All parts are made in duplicate, and the best of material and workmanship enter into their construction. Any elevator owner can put this dump together. Send for circulars and discounts.

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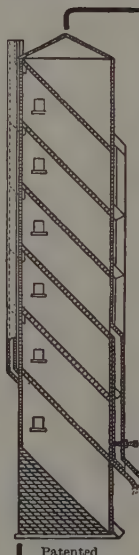
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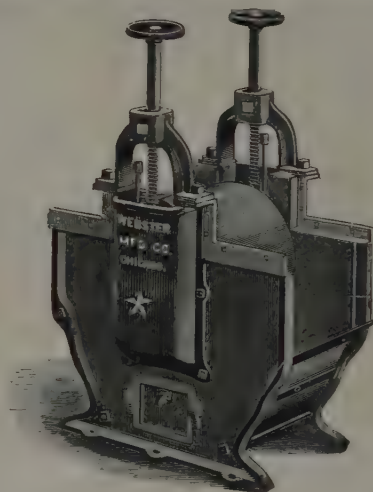
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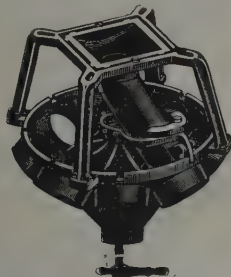
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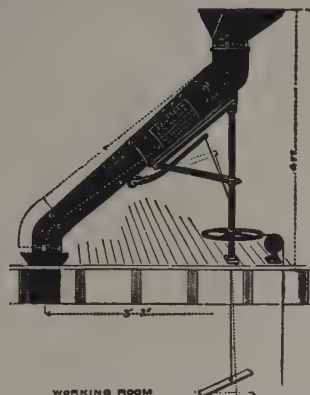
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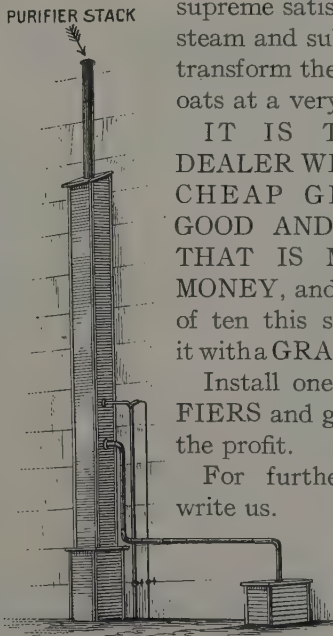
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Install one of our PURIFIERS and get your share of the profit.

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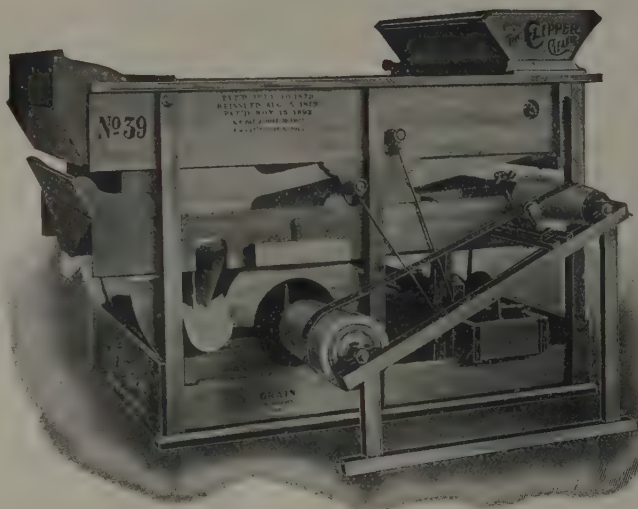
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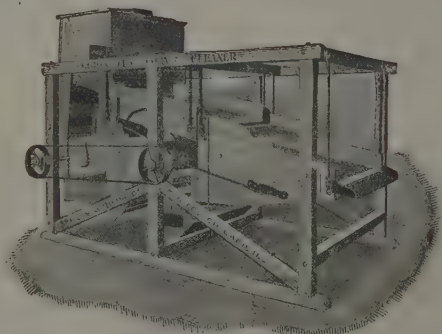
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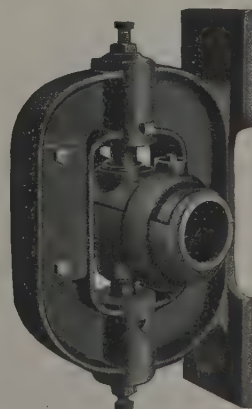


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It was installed as an experiment and there was no other one in this city and the best recommendation we can give it is that we accepted it and paid for it.

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We consider the dryer past the experimental stage now and congratulate you upon having the most satisfactory device for drying damp grain.

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Wishing you success, we are

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Eventually

you will realize the folly of paying corn price for water; why not install a

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Anyone can use it. Makes correct tests in 20 minutes. Heated by gas, gasoline, alcohol or kerosene.

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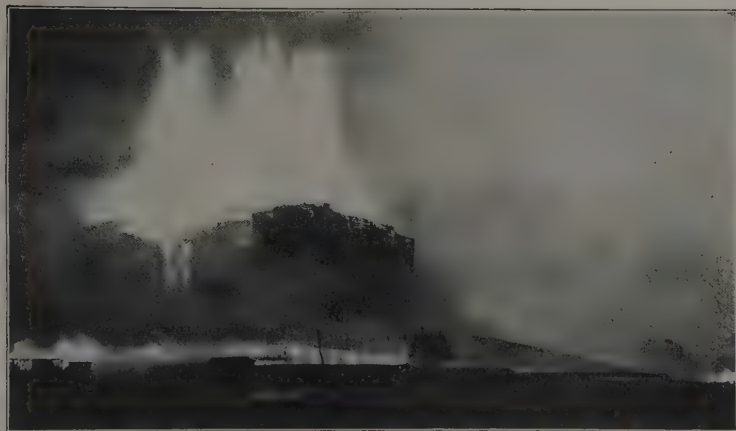
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This machine eliminates danger from dust explosions and fire when properly operated; saves lives and property from destruction; it improves the sanitary conditions under which your employees must work.

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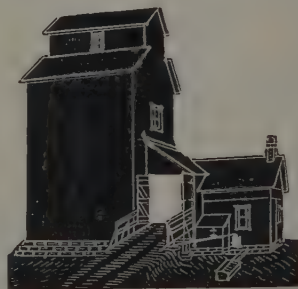
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RICE MILL READY FOR OPERATION. Well located on two railroads; will sell at a bargain and on easy terms to responsible people. Address Jesse H. Jones, Commercial Bank Bldg., Houston, Tex.

ELEVATORS FOR SALE—Just the kind you are looking for, and at prices to suit your purse. Let me know about what you want, and how much you wish to pay, in first letter. Am sure I can suit you. James M. Maguire, Campus, Ill.

ELEVATORS FOR SALE—A few nice bargains for \$5000 to \$7500 in good corn and oats territory, in towns where there are good schools and churches, not far from Chicago. You will make no mistake if you get any one of them. James M. Maguire, Campus, Illinois.

FOR SALE—Established Grain, Feed, Hay, Commission and Brokerage Business. Nicely equipped offices. Active lines, over 600 customers. Best location in Ohio. Golden opportunity for hustlers. Good reasons for selling. Act quick, the business and location a winner. Address Toledo, Box 9, Grain Dealers Journal, Chicago, Ill.

DRAIN TILE FACTORY.—The best manufacturing business in this country. We now have as many orders as we can handle and no stock on our yards. Up to date plant located in Central Indiana making 7 to 9 car loads per week and running very profitably. Will prove it to you if you are interested. Will sell the plant for \$9000, which is a bargain. It will take perhaps \$3000 to \$4000 for working capital. A good proposition. Good reason for selling. Address O. D. T., Box 8, Grain Dealers Journal, Chicago, Ill.

SHIPPERS

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

SITUATIONS WANTED.

SITUATION WANTED in Kansas or Okla. 10 years exp.; fully competent to run plant. References. Address Thomas Laughlin, Liberty, Kans.

POSITION wanted by an experienced and capable grain man as auditor or business solicitor. Address Paris, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED in cleaning or transfer house; 15 years. exp.; fully competent. References. Address W. P. L., Box 9, Grain Dealers Journal, Chicago.

SITUATION WANTED by a competent man of 10 yrs. exp., with A-1 ref.; as grain buyer and lumber salesman. Address Bert, Box 8, Grain Dealers Journal, Chicago.

SITUATION WANTED as manager country elevator. Age 38; married. 9 years experience with Goodrich Bros. Hay & Grain Co., Winchester, Ind., my present employers, to whom I refer. N. E. Lesley, Gaston, Ind.

SITUATION WANTED by a man who has had 16 years' practical experience in handling grain. Understands buying, selling, and keeping the books. If you need a competent man to take full charge and give value received, write me. Address J. O. L., Box 9, Grain Dealers Journal, Chicago.

SITUATION WANTED as Sales Manager for a large Line Elevator Co.—Cereal and Feed Mills, or cash grain, feed and commission house. Want responsibility. Have fine executive ability. Can produce results. Now in touch with line of customers. Was mgr. 5 yrs. for large line co. operating elevators and mills. Address No. 59, Box 9, Grain Dealers Journal, Chicago.

SITUATION WANTED as Traffic Manager. Your business demands one who can keep your shipments moving—keep you supplied with cars; get results from claims for overcharge in weights, rates, loss, damage and shortages. 15 years railway grain and feed experience. Rates, claims and shipping bureau is very necessary. Open for engagement about Jan. 1. Address Box 311, Toledo, O.

MILLS FOR SALE.

FOR SALE—One hundred fifty-barrel flour mill in good wheat country. Been built one year. Write C. W. Trippy, Ringwood, Okla.

FOR SALE 60 bbl. Plansifter Mill at Dry Ridge, Ky. Plenty wheat, fine grain trade. Rare chance for first-class miller who has little money. Address Robt Taylor quick, Higginsport, O.

HELP WANTED.

WANTED—A young man, experienced bookkeeper and stenographer. One not afraid to look after business, and capable of taking charge of office. Moderate salary to start. John P. Coffey, Luverne, Minn.

FEED FOR SALE.

OFFER—Buckwheat Feed for present and future shipment. H. J. Klingler & Co., Butler, Pa.

ALFALFA MEAL FOR SALE.

We are booked ahead on ALFALFA MEAL. Let us send you sample and prices delivered. F. G. Olson, Wichita, Kas.

COTTON SEED MEAL FOR SALE.

COTTON SEED MEAL for sale. We can quote you low prices on best grades. Correspondence solicited. Union Grain Co., Guthrie, Okla.

PURE OWL BRAND COTTON SEED MEAL. Known everywhere for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

PARTNERS WANTED.

WANTED PARTNER—In established, active growing Grain, Feed and Commission business. Must understand business and be able to invest and take an active part in management, buying and selling. Large line of customers. Finest location in Ohio. Address Grain Partner, Box 9, Grain Dealers Journal, Chicago, Ill.



MILWAUKEE BAGS

Speak for themselves and also a few favorable words for the product packed in them.

Write for samples and prices.
MILWAUKEE MILWAUKEE BAG CO. WISCONSIN



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CORN CRIB AND GRAIN BINS

ARE HANDLED BY DEALERS EVERYWHERE

THE DENNING FENCE is famous for its Peerless Tie. THE DENNING LAWN FENCE is ornamental. THE DENNING BARBED WIRE is perfect.

Write us for catalogue and prices.

THE DENNING WIRE AND FENCE CO.
CEDAR RAPIDS, IOWA



ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE.—12 H.P. St. Mary's Gas or Gasoline Engine. A bargain if taken at once. W. R. Blake, Sidney, O.

FOR SALE.—15 h.p. Fairbanks & Morse Engine. A bargain if taken at once. Wallace Machinery Co., Champaign, Ill.

ONE 12 H. P. Olds Gasoline Engine, complete, in good condition, for sale at a bargain. Call or write J. T. Riemke, Pesotum, Ill.

FOR SALE.—cheap—3 H. P. Fairbanks Morse, also 25 H. P. Columbus Gas Engines, almost new. Champion Machinery Co., Joliet, Ill.

FOR SALE.—One 25 H. P. Columbus Gasoline Engine; good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

GAS ENGINES FOR SALE.

- 35 H. P. Lambert.
- 28 H. P. Fairbanks Morse.
- 25 H. P. Columbus.
- 22 H. P. Foos.
- 20 H. P. Fairbanks.
- 16 H. P. Lewis.
- 15 H. P. Fairbanks Morse.
- 10 H. P. Lewis.
- 6 H. P. Fairbanks Morse.
- 6 H. P. Columbus.

Also fifty engines of smaller size and all makes. A. H. McDonald, 62 West Monroe St., Chicago.

GASOLINE ENGINE BARGAINS.

- 1—6 H.P. Fairbanks \$125.00
- 1—4 H.P. Fairbanks 90.00
- 1—2 H.P. Fairbanks oil cooled .. 75.00
- 1—2 H.P. Fairbanks Jack of All Trades 60.00
- 1—8 H.P. Howe, nearly new..... 150.00
- 1—10 H.P. Waterloo 100.00
- 1—10 H.P. Webster 100.00
- 1—12 H.P. Webster 150.00
- 1—12 H.P. Fields Engine, new ... 334.00
- 1—15 H.P. Fields Engine, new ... 391.00

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ENGINES WANTED.

WE WANT a first-class second-hand International make Gasoline Engine, 12 to 15 horse power. Write us. Kinsey Bros., North Manchester, Ind.

ENGINES AND BOILERS.

FOR SALE.—80 h. p. boiler and engine; good order. Grinder and clipper; as good as new. No use for them. C. J. Meyer, Frankfort, Ill.

GOOD BOILERS FOR SALE.

4-60 In. Diameter 16 ft. long, 90 H. P. 58 Flues.
Address South Chicago Elevator Co., 240 La Salle St., Chicago, Ill.

FOR SALE.**ENGINES AND BOILERS.**

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P.
Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P.
Pumps, Heaters, Tanks, Saw Mill and General Machinery.

Write for our prices on your requirements.

The Randle Machinery Co.
1748 Powers St. Cincinnati, O.

MACHINES FOR SALE.

FOR SALE.—One No. 10 Bowsher Feed Grinder, nearly new, with elevator complete. Address Palmer & Co., Kalona, Ia.

FOR SALE.—One No. 5 and 7 Clipper grain and seed cleaner; in good repair. Address C. A. Stockmeyer, Caseville, Mich.

FOR SALE.—1 No. 0 size Cornwall Corn Cleaner, in fair condition. Price \$40. Reason for selling have installed a larger one. Address S. W., Box 9, Grain Dealers Journal, Chicago.

FOR SALE.—1 Western Corn Sheller, No. 2½ capacity, from 700 to 900 bu. per hour; used 5 months. Also our McLeod Automatic Scale, used same length of time, rated to weigh 1,500 bu. per hour. Will sell cheap. C. M. Kerlin & Co., Delphi, Ind.

FOR SALE.—1 Western Corn Sheller No. 2½. Capacity 400 to 500 bu. per hour. 1 Marseilles Corn Sheller, size 1, capacity 400 to 500 bu. per hour. 1 Western Suction Fan, 45 inch fan, capacity 500 bu. per hour. These machines have been thoroughly repaired and are first class. Address A. H. Richner, Crawfordsville, Ind.

MISCELLANEOUS FOR SALE.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

BARLEY GERMINATOR For Sale. Made of glass; has eight glass shelves. Size of box 7½x10½x11. Price \$5.00. Address Germinator, Box 5, Grain Dealers Journal, Chicago.

FOR SALE AT A BARGAIN.—A feed, hominy and meal mill; good machinery. 50 horse steam engine, all in best condition. Good reason for selling. For references and prices, apply to R. E. Burger, Allerton, Ill.

FOR SALE.—Wood pulley, 3-ft. across, 14-in. face, 1-15/16 hold; good as new; half price. One second hand turn head, cast, same as Weller make, dial and all, \$10. One 100-bu. Chicago Scale, steel-yard, new; no room for it, \$25. Louis E. Mann, Osmond, Neb.

FOR SALE.—One 4x14 ft. Boiler, 41 in. flues in fine condition, with all pipe connections, good as new, with no signs of scale inside, was replaced with gasoline engine; also a No. 5 Spartan Corn Belt and a No. 2 Enterprise corn and cob crusher. In order to make room, this will be sold cheap. Address S. Jacobson, Young America, Ind.

HAY WANTED.

CONSIGN your hay to us. Timothy hay our specialty. Commission 50c per ton. Drafts for 75% of value honored. Do you want our semi-weekly hay and straw report? H. Jahns Jr. Co., Grain-Feed-Hay, 403 Mitchell Bldg., Milwaukee, Wis.

W. D. POWER & Co., Commission Hay and Straw, 601 West 33rd St, New York, are in the market at all times for large and small Hay of a good quality. Will purchase outright or handle on commission. Correspondence solicited.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scales good as new, for sale. Address McLeod Bros., Bloomington, Ill.

FOR SALE: New and second hand wagon, hopper and R. R. Track scales at reduced prices. All kinds of scales repaired. Beckman Bros., Des Moines, Iowa.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

BRAN FOR SALE.

NEW BRAN: We are making prices for September and October shipment. Let us hear from you if interested. F. G. Olson Grain Co., Wichita, Kas.

BUCKWHEAT FLOUR FOR SALE.

CHOICE pure Buckwheat Flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

ALFALFA MEAL

and Alfalfa Stock Foods

The most economical, the least expensive. Write for prices.

H. C. THOMPSON, Wichita, Kan.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

I BUY AND SELL

Salvage Grain, Screenings and Off Grades of Grain and Feed

WM. B. GALLAGHER
72 Pearl Street - - BUFFALO, N. Y.

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00

GRAIN DEALERS JOURNAL

255 La Salle Street
CHICAGO - ILLINOIS

SEEDS WANTED.

FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

PERSONS wanting to sell Sorghum Cane Seed communicate with T. H. Williams, 43½ Broad St., Atlanta, Ga.

SEEDS WANTED—Clover, Timothy, Blue Grass, Orchard, Millet, etc. Send samples, D. I. Bushnell & Co., St. Louis, Mo.

ALFALFA SEED is my specialty and I am always ready to purchase seed in any quantity. R. E. Smith, Sherman, Tex.

WANTED—Kaffir corn, new crop timothy, clover and millet. Submit samples and state price wanted. Guthrie-Lorenz Co., Des Moines, Ia.

WANTED—Clover Seed. Will buy bad Buck-horn lots, and Clover tailings. Send fair, average samples, with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, O.

SEEDS WANTED—Clover, Alsike, Red Top, Timothy, Blue Grass, Orchard Grass, Millet, Kaffir Corn, Millomaize, Cow Peas, Mail samples. Established 1818. J. Bolgiano & Son, Baltimore, Md.

WE ARE buyers of Medium, Mammoth Clover and Timothy Seed. Please send samples. We are sellers of Canadian Alsike. Write us for samples and prices. The Steele, Briggs Seed Co., Limited, Toronto, Ont., Canada.

GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

DEALERS wanting corn north and west will profit by inquiring of The Harrington Grain Co., Sioux Falls, S. D.

MILLERS wanting choice milling wheat of any variety can get their supply from The Harrington Grain Co., Sioux Falls, S. D.

JAPANESE BUCKWHEAT — Recleaned Japanese Buckwheat, dry and cool. Write for prices and samples. H. B. Low & Son, Orangeville, Pa.

NEW WHEAT: TURKEY hard and ordinary. MILLING wheat. Samples and prices on application. F. G. Olson Grain Co., Wichita, Kansas.

KAFFIR CORN.—We are the largest shippers in the West. Correspondence invited. If you want to get Kaffir direct from where it is grown, write to J. C. Haines & Co., Augusta, Kans.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

NEW KAFFIR CORN and Milo Maize will soon be moving. Drop us a card if you want our regular quotations. Western Grain Co., Wichita, Kan.

RICE PRODUCTS FOR SALE.

RICE PRODUCTS FOR SALE.—Rice bran (20% protein and fat guaranteed) rice polish and finely ground, or unground rice hulls, carload lots or large contracts. Write P. G. Sackenreuther, Broker, Houston, Texas.

GRAIN WANTED.

MILLING BUCKWHEAT Wanted. Benton Roller Mills, Benton, Pa.

MILLING BUCKWHEAT wanted. Address H. J. Klingler & Co., Butler, Pa.

MILLING BUCKWHEAT WANTED. Address H. H. Emminga, Golden, Ill.

MILLING BUCKWHEAT wanted. Prattsburgh Roller Mills, Prattsburgh, N. Y.

WE ARE in the market for speltz in car lots. Send liberal sized samples. Moore-Lawless Grain Co., Kansas City, Mo.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

J. A. Bushfield & Co., Grain Brokers, 327 Sedgwick Bldg., Wichita, Kans. Buyers of all kinds of grain for mills and elevators. Write for bids.

TO GRAIN SHIPPERS—Quote me by wire, prices C-A-F Memphis, and I will sell your grain. Brokerage \$3 per car. Correspondence solicited. W. J. Booker, Memphis, Tenn.

SEEDS FOR SALE.

MEDIUM clover seed for sale. Get samples and prices. W. C. Raucsher, Lockridge, Ia.

CLOVER SEED for sale. Name quantity and grade wanted. H. H. Emminga, Golden, Ill.

ALFALFA SEED in any quantity, always for sale. I make a specialty of Alfalfa seed alone. R. E. Smith, Sherman, Tex.

WE HAVE the biggest and finest crop of red clover seed ever grown. Write us for samples and prices. S. Bash & Co., Fort Wayne, Ind.

CLOVER SEED.—Mammoth, Little Red, Alsike. No Buckhorn. Write for samples and prices. Oats and Corn, straight or split cars. Bourbon Elevator Co., Bourbon, Ind.

THE BEST ALFALFA SEED GROWS "OUT THERE IN KANSAS." We sell it. Ask for samples and prices. Small booklet on Alfalfa mailed free of charge. The Barteldes Seed Co., Lawrence, Kansas.

CARGILL ELEVATOR COMPANY

Wholesale Dealers in Field Seeds

MINNEAPOLIS, MINN.

WITH US THERE IS ALWAYS SOMETHING DOING IN
KAFFIR CORN AND MILO MAIZE
J. R. TOMLIN GRAIN CO., Kansas City, Mo.
If interested, write or wire for price.

THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

DO IT NOW.

GRAIN DEALERS JOURNAL

280 La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

OUR EDITORIAL:

Opposite this page the Editor of the Grain Dealers Journal writes interesting paragraphs full of vital interest and information for the Grain Trade. The editor advises all dealers to thoroughly clean their grain before shipping. He should take one step more and specify that they use

INVINCIBLE

Grain Cleaning Machinery. For years we have been studying the needs of the elevator trade; we have not been content with apparent perfection but have kept working and thinking until our grain cleaning machinery is in a class by itself. The principle of each machine, the workmanship in each machine, the machine in its entirety, or each part taken separately represents unequalled skill, workmanship and perfection.

MR. GRAIN DEALER:

Isn't it worth just as much to you to install a machine with a reputation, when it costs no more, and feel sure you are getting the best work possible, than a substitute for INVINCIBLE? In this little heart to heart editorial talk we want to impress upon you the fact that we are working for your interests, and are satisfied with a reasonable profit. Close the old year right with INVINCIBLE machinery in your elevator

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W. J. Scott, 512 Traders Bldg., Chicago, Ill.
Phone Harrison 667.
Southwestern Office, 225 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, 623 Board of Trade, Indianapolis, Ind.
N. W. REPRESENTATIVES:
Strong-Scott Mfg. Co., Minneapolis, Minn.

INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N. Y.

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Rotating
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Our
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Ask
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elevator
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that
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salesman.
Those
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THE BEALL IMPROVEMENTS CO., DECATUR, ILL.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

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255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,

Manager.

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.

TWO GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., NOVEMBER 10, 1908.

TOLEDO was first to adopt uniform rules. What market will be next?

A FEW weak-backed wheat buyers of Ohio are again lending bags and giving away their profits.

THE DEMAND for prime buckwheat seems to be unusually good. In fact, many millers have been advertising for good milling buckwheat.

COUNTRY BUYERS who make no effort to grade their purchases, generally kick the most vigorously against the grading of their shipments.

THE CORN SHELLER which breaks corn and cob badly, needs a regulator. Ofttimes the poor work is the fault of the operator, rather than of the machine.

THE ATTRACTIVE ELEVATOR with its bright, pleasant office, is sure to keep the grain buyer in a happier frame of mind, as well as help to draw the farmer's.

MANY STATE LEGISLATURES will soon be in session and new opportunities will be presented for establishing the cause of reciprocal demurrage. While the car situation has been easy, so far this year, no one seems willing to promise that cars will be plenty next month.

OVERDRAFTS against consignments only serve to irritate the commission merchant. If you want his best service, don't aggravate him by proving to him that you have no faith in him.

CORN STALKS are to be made into paper,—at least, it is so claimed by government experts who think, just as paper men have thought many times before, that the problem has now been solved.

ALL VEGETATION and fodder were so completely dried up by the long drought that the coming season should prove an unusually profitable one for elevator men who are equipped to grind feed.

THIS YEAR'S corn crop will not need as much hand picking as crops of recent years; but no doubt, shipments would be of a better quality if care were exercised in classifying the grain as it comes from the farm.

GASOLINE ENGINE users who depend upon water to cool their cylinders, must soon place their automatic drain pipes in working order, or else use a solution of non-freezing calcium chloride for cooling engine cylinders.

THE MANY elevator fires occurring recently, seem to indicate that an unusual amount of carelessness is being indulged by operators of country houses. The losses this year have been almost double what they were last year.

IF YOU MUST store grain for farmers, issue a warehouse receipt and charge enough for storage to cover the cost of insurance. By having a clear understanding as to your liability in case of fire, differences and law suits will be avoided.

BURSTING of grain elevators occurs with less frequency this season than for several years past, due, probably, to the fact that elevator men are more cautious about overloading their houses, and builders are more careful to build strong houses.

"SPREAD EAGLES" is a new name for spreads which the Supreme Court of Kansas springs on the trade in its decision in the case of Hoffman vs. Farmers Co-op. Shipping Ass'n. The trade has not consented to the change and is not likely to adopt it, so the court will please recall its nickname.

THE COUNTRY ELEVATOR without a shipping scale is soon to be a novelty. Few new houses are put up without being provided with modern facilities for weighing every bushel of grain which goes out of the house, and reliable weighing devices have been installed in many of the old houses even though, in some cases, it necessitated complete over-hauling. That the investment will prove a profitable one for every elevator operator, cannot be doubted.

THE OLD-TIME, home-made distributing spout, which mixes enough corn in your oats, or vica versa, to make them grade off, is an expensive handicap to your business. Throw it out and put in a distributor which can be depended upon to prevent mixing.

CAREFUL COOPERING of cars can prevent many of the leaks which are sure to occur where grain is loaded in old cars which have long been in great need of repairs. If you haven't time to prepare the car properly for your grain, wait until you get a good car.

THE READINESS with which builders of new elevators have adopted the passenger elevator for facilitating the passage of operators from ground floor to cupola, during recent years, is most encouraging, and, no doubt, will insure better work being done, in that mixtures will be prevented and hot journals avoided.

NEW CORN in many sections is said to contain just enough sappy ears to make it somewhat dangerous to shell and store in bulk. As soon as the farmers begin to market their corn in earnest, many shippers will, no doubt, take long chances by selling for immediate shipment, and when the movement does begin, it will keep up for several months.

WRITTEN CONTRACTS are now taken by more country grain buyers than ever before, and many farmers who are honestly disposed, are asking for them, as a protection against misunderstandings and disputes. Written contracts make it clear to each, what is intended by the other, while verbal contracts are so indefinite as to foster honest differences and law suits.

MISSOURI'S warehouse commission is finding its interference with the hay business as unwelcome as its interference with the weighing and grading of grain in the State's terminal markets. Kansas City hay receivers have successfully held out against car-door inspection of hay, on the ground that it is worthless, and refused to pay for the so-called service. Grain dealers everywhere wish them success.

OFFICIAL WEIGHTS at Minneapolis have become so reliable that the Chamber of Commerce Directors have recently ruled that all sales of grain must be subject to state weights, unless otherwise specifically agreed, and will brand failure to furnish state weights as uncommercial conduct. It is indeed gratifying to contemplate the wonderful improvement made in weighing facilities at grain centers during the last five years. The success of this movement cannot help but fill every champion of reform with complete confidence in the ultimate success of the move for uniform grades.

THE SURPLUS of freight cars is rapidly decreasing, so the cripples will have to be sent to the repair tracks soon unless shippers are content to load them.

UNTIL important changes are made in the new B/L it can not prove satisfactory to the grain shippers of the country. They will not rest until the unfair and unreasonable provisions are eliminated.

IF THE railroads make a uniform advance in freight rates of 8 to 10% Jan. 1, as promised, shippers are sure to try their hands at raising things. The patient toleration of the poor shipper has its limitations.

A MEETING of elevator operators and railroad men was held here today to discuss the continuance of the payment of elevation allowances by the railroads after Jan. 1 but no definite action was taken.

NO OATS can be sold in Georgia that have in any way been manipulated," writes a Macon dealer. The pure food authorities of the state have ordered a number of carloads of oats shipped out of the state and others have been permitted to be sold after stenciling each sack with a truthful statement as to its contents. Evidently the Food Commissioner is very technical.

LOCOMOTIVE SPARKS and shingle roofs, combined with the long dry spell, have greatly increased the destruction of country elevators. If all elevators on railroad right of way were covered with tin roofs and iron siding, this fire hazard would be greatly reduced.

TRACK BUYERS will hesitate to buy grain from country elevator men who store grain for farmer patrons, if the farmers who stored grain with H. W. Riley, the Illinois grain elevator man who disappeared several months ago, succeed in collecting for their stored grain from the buyers in the suit now pending.

WEIGHT TICKETS for every wagon load of grain hauled to elevator should be given to the farmer immediately and all opportunity for disputes and differences as to grain hauled prevented. A buyer who has had considerable experience with farmers who tried to take advantage of him, gives his views elsewhere in this number, and we feel certain our readers will profit by his experience.

SCOOP SHOVELERS are slowly but surely disappearing, principally because of their own trickery. Being convinced of their own inability to conduct a business properly, because of their having no facilities, they seem to have deemed it necessary to indulge in many tricks that a man who possessed any property would not dare to do. The race is now almost extinct. Here and there a few strugglers are fighting for subsistence, but with little hope of permanent success.

THE FIRE-PROOF grain elevator is rapidly gaining popularity with railroads and other builders of large terminal store-houses. In fact, rates of insurance have been advanced so much within recent years that the fireproof plant is about the only kind anyone can afford to build. It is surely the cheapest in the long run.

AN AVERAGE SAMPLE of every shipment of grain loaded into a car, if kept in a two-quart air-tight jar, will help shipper to buy grain more intelligently, as he can judge more accurately how each lot of grain offered will grade in his terminal market. The time is at hand when shippers must make a more earnest effort to grade grain purchased by the same rules which will govern its selling.

NORTHWESTERN MILLERS are now conducting a vigorous campaign in the hope of inducing the Millers National Federation to draft and push a practical plan for grinding in bond Canadian wheat for export. Naturally, winter wheat millers and those grinding exclusively for domestic use, are opposed to any such action, because they fear the spring wheat millers may obtain an advantage. Formulating a plan and importing wheat under that plan, are a long ways apart. Nevertheless, much Canadian wheat is now being handled in bond at Duluth.

SHORTAGES in shipments of oats from New York seven years ago, has culminated in the dismissal of the Superintendent of the New York Dock Co. Not that he profited by the shortage, but he seems to have been indiscreet in complaining of it. If the charge recently made by Supt. Carr be true, the shortage in the three cargoes shipped to the English Government is the largest on record, amounting in all to 21,000 bus. It would seem to be due the trade that the matter be thoroly investigated and the parties responsible for the shortages be thrown out. Dishonesty in one transaction is always likely to breed dishonesty in other transactions.

CORN SHOWS are now being held in many country markets and many more will be held during the next three months. Grain dealers, like others, are contributing large sums of money for prizes and trophies to encourage the farmers to exercise greater care and intelligence in the selection of their seed and soil and in the work of cultivation. All this is very good, but unless the grain buyers at country stations will support the corn show work by discriminating sharply against corn of poor quality and paying the full market price for corn that is of prime quality, the farmers must be expected to lose interest in the hoped-for improvement. Will you buy by grade?

IT IS ESTIMATED that the average cost of marketing a ton of farm produce is 25c per mile, but where the farmers have constructed stone roads, this cost is reduced to 8c per mile. More attention to the construction of roads, which will be easily passable at all seasons of the year, would open country markets to farmers every day of the year, and reduce the cost of marketing his product to a minimum.

THE SHIPPER who confines his consignments to central markets to members of organized Exchanges, seldom suffers loss thru dishonesty. In case any honest difference arises, he can force an arbitration. So often the investigation of complaints against receivers develops the fact, that they are not members of any Exchange, that we wonder how shippers dare entrust their business to non-members. If the receiver, who is not a member of an Exchange does sell consignments, it must be thru someone who is a member, and, of course, both will receive something for the service. Why pay two commission men?

UNIFORM RULES ADOPTED BY TOLEDO.

Toledo is the first market to adopt the new uniform rules confirmed at the St. Louis Meeting of the National Ass'n. Toledo showed as good intention toward uniformity several years ago, by adopting the first draft of uniform rules.

Every grain inspection authority, desirous of promoting the cause of the square deal, will quickly follow suit and adopt the new rules for the crops of 1909.

It is immaterial that the rules do not meet the views of everyone in minute details. If the trade is ever to have uniformity, if the grade is to mean the same in every market of the country, the same to every dealer, a start must be made toward real uniformity. In every line of business where progress has dared to show its head during recent years, the move for uniform methods and customs has been most pronounced. The grain trade has been far too backward in this matter of simplifying and unifying rules governing the grading of grain.

Men engaged in the grain business today understand the English language more clearly and they know grain more thoroly than the drafters of the "rubber" rules of 1860 ever expected to know. Then, too, there is not that desire among the grain merchants of today to attain success in business thru deception; hence it was but natural that the motion presented at the St. Louis Convention, that the Ass'n declare in favor of the adoption of uniform rules governing the grading of grain in all terminal markets of this country, should be adopted without one dissenting vote.

Everyone in the trade appreciates that the multiplicity of rules governing grades of the same name, facilitates misunderstandings, breeds bitter disputes, and often forces losses on those who are always alert. The trade at large is not disposed to tolerate the continuation of such confusion, and the latest draft of uniform rules can be adopted by all the grain inspection authorities with little or no objection from the members of the trade.

Changes in Grain Rates.

Among the new grain tariffs recently filed with the Interstate Commerce Commission as reported in the *Traffic Bulletin* are the following:

C., B. & Q., I. C. C. No. 9202, 15½c on rye from Minneapolis and Superior, when from beyond to Owensboro and Stanley, Ky., effective Dec. 10.

Great Western, 14½c on barley and rye from Cannon Falls, Minn., to Peoria, Ill., effective Dec. 2.

C., M. & St. P., 22½c on wheat Omaha to Chicago, effective Nov. 30.

Northwestern, grain, to St. Louis and rate points, 7c, effective Dec. 15, but not applying over Burlington or C. & E. I.

Rock Island, between Peoria and Chicago, wheat and coarse grains 6c, flour 7c, effective Dec. 7.

Lehigh Valley, 15½c on grain from Buffalo to Norfolk, Richmond and Newport News, Va., effective Dec. 1.

Lehigh Valley, 11c on grain from Buffalo to New Germantown and Morristown, N. J., effective, by decision of Commission, Nov. 1.

M., K. & T., 30c on grass seeds from Kansas City, St. Joseph, Atchison and Leavenworth, Kan., to Galveston and Texas City, effective Dec. 9.

N. C. & St. L., 23c on corn and wheat, from Cairo, Hickman, and Paducah to Louisville, Friendsville, McGhee and Kiser, Tenn., effective Dec. 6.

New York Central, 9c on grain from Oswego to New York, effective Dec. 1.

Nickel Plate, South Whitley, Ind., to Louisville, Ky., 9c on grain, effective Dec. 3.

St. Joe V., wheat, corn, oats and rye, 7c to Grand Rapids, Mich., from stations 1 to 6, effective Nov. 30.

Vandalia, 5c on grain Roann to Fairmount, Ind.

C. I. & S. grain, Chicago to St. Louis, 7c; Kentland, Ind., to Cairo, Ill., 7c, when from beyond.

Rock Island, coarse grains, from Minneapolis, Minn., to Memphis, Tenn., 17c, effective Dec. 4.

Omaha road, effective Nov. 23, grain, between Salem, S. D., also Emerson and Florence, Neb., and St. Paul, Minneapolis, Minnesota Transfer, Duluth, Superior, Itasca, Ashland, Washburn, Bayfield, Chicago, Milwaukee and Manitowoc, cancel proportional rates from Omaha, Neb. (when from beyond), to Washburn, Ashland and Bayfield, Wis., corn, oats, rye, barley, millstuff, between Sioux Falls, S. D., and Cedar Rapids, Ia., 14c; wheat and coarse grain, from Winnebago, Minn., to Sioux City and Sioux Falls, 14c; wheat and flour, C. L., between Sioux Falls, S. D., and Cedar Rapids, Ia., 16c.

Nor. Pac., grass seeds, millet and rape, \$1 from Missouri River common points to Spokane, Wash., effective Nov. 25.

The C. I. L. has made a rate of 18½c on grain to Virginia common points from Beamers, Cass, Cataract, Clay City, Howesville, Jordan, Midland, Patrickburg, Shirley Hill, Vicksburg and Victoria, Ind.

Great Western, wheat, 13c, and corn and oats, 12c, from Missouri River points to Cincinnati, O., effective Nov. 15.

Great Western, 22c on New Orleans on corn, oats, rye, barley, elevator dust from St. Paul and Minneapolis, effective Nov. 15.

Ill. Cent., Sioux City to Cairo, Mounds, Ill., Evansville, Ind., wheat, 19.1; barley, corn, oats and rye, 16.75c.

W. T. L. Com., 12½c on wheat and product, from Minneapolis, Duluth and

Stillwater to Chicago, Milwaukee and Manitowoc, effective Nov. 25.

Vandalia, grain from St. Louis to Lebanon, Ind., 10½c, effective Nov. 18.

The allowance for transfer of grain and its elevation at Cairo will be canceled by the M. & O., effective Dec. 1. In another tariff the same road cancels the allowance for transfer and elevation at St. Louis, Granite City, Madison and Venice, Ill.

Elevation charges at Nashville on grain to southeastern territory are covered by the N. C. & St. L. in ICC No. 1623A.

Elsewhere is published the tariff of the Union Pacific granting the ¼c elevation allowance at Council Bluffs, Ia., and Kansas City, Kan.

The Burlington publishes the allowance for transfer at Omaha, Kansas City, St. Joseph, Atchison, Leavenworth, Kan., Nebraska City, Rulo and Lincoln, Neb., in tariff ICC No. 9218, effective Dec. 1.

Rules governing payments for grain doors have been filed by the Illinois Central in 9 supplements to ICC Nos. 5950, 5951, 5952. The allowance for grain doors is published by the Santa Fe in Amend No. 29 to ICC No. 3369.

Rules governing the handling of seed thru Chicago freight houses are filed by the C., B. & Q. in sup. 2 to ICC No. 9073.

Regulations governing elevation and transfer at Nashville, Clarksville and Lebanon, Tenn., have been filed by the Tennessee Central in ICC No. A52.

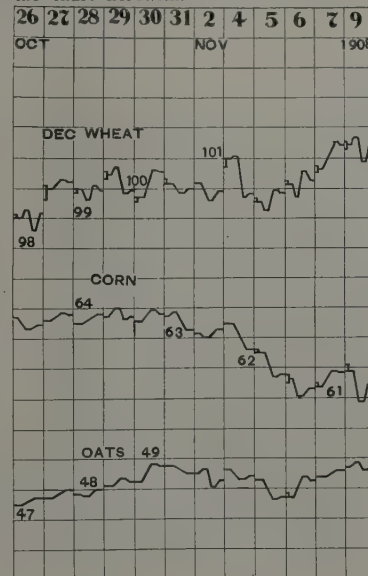
The allowance for grain doors is made by the Lehigh Valley in ICC No. B2836.

Minimum weights are corrected by the B. & O. S. W. in sup. 4 to ICC No. 6258, applying to shipments from Cincinnati, Louisville, St. Louis and other stations to seaboard and interior and eastern basing points.

The Pennsylvania in ICC No. G0433 names certain elevator and other charges of the Central Elevator Co. at Baltimore, Md., effective Nov. 16.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for two weeks prior to Nov. 10 are given on the chart herewith.



Union Pacific Will Grant the Forbidden Elevation Allowance.

In defiance of the order of the Interstate Commerce Commission, reiterated Oct. 16, forbidding the payment of an elevation allowance at points on the Missouri River, or at any other point, the Union Pacific Railroad Co. has just issued a tariff, ICC No. 2207, effective Dec. 2, as follows:

To expedite the movement and to secure the prompt release and return of equipment, an allowance of ¾ of 1c per 100 pounds will be made by the Union Pac R R to the elevators performing the service, on grain, in C L, transferred by the elevators at the termini and upon the tracks of the Union Pac R R at Council Bluffs, Ia., and Kansas City, Kan., subject to the following conditions:

The grain must originate at points on the Union Pac R R (not connecting lines) west of and including Gilmore, Neb., Muncie and Hund, Kan., and to be transported by Union Pac R R from such originating points to Council Bluffs, Ia., or Kansas City, Kan., respectively.

The allowance will apply only on grain which moves to points beyond Council Bluffs, Ia., or Kansas City, Mo. No allowance will be made when more than 48 hours elapse between time of delivery of load by the Union Pac R R to the elevator and the release of the empty cars. The 48 hour limit will be computed from the time of delivery of the loaded cars by the Union Pac R R to elevators located on its own tracks and the release of such cars by those elevators.

Elevator companies, in presenting their claims for the above allowance, must substantiate, by duly certified records of connecting lines, the reshipment of the grain to points beyond, as above outlined, same to be subject to verification by the Union Pacific R R Co.

No payment, however, will be made unless and until the court of last resort determines the liability and that payment should be made. The reasons for this circular are that the Interstate Commerce Commission, upon June 29, 1908, ordered that no such payments should be made. The owners of these elevators claim, however, that the Union Pac R R Co is bound to make the payments under long-existing contracts and threaten suit under the same. This circular is therefore made to preserve all the rights of the parties and still comply with the order of the Commission, thus enabling the questions presented to the Commission to be ultimately determined by the courts.

A screw hook makes a good seed corn hanger; and a bent wire shoved into the pith of an ear in which it anchors is a device now being marketed.

That the wheat market will find the least resistance to an upward movement is the opinion of the wise traders. If so, consigning should average better returns than track selling.

Australian wheat exports will be in bags measuring 41 by 23 inches, the use of larger sacks being forbidden by the government. Importation of grain sacks not of the standard size is prohibited.

Gas engineer is a new profession created by the modern gas producer power plants. The members of this profession now number a few hundred, but in a few years will increase to as many thousands.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

RATES FROM DES MOINES TO CHICAGO.

Grain Dealers Journal: My attention has been called to an item in the Journal of October 10th at the bottom of middle column page 472 referring to grain rates Des Moines to St. Louis and Chicago which, tho literally true, is misleading. For the last eight or nine years we have had a proportional rate from Des Moines to St. Louis and have built up a business on it that we do not feel like giving up and do not intend to without a struggle. This rate was obtained by me because the C. & N. W. and C., M. & St. P. shortly after our elevator was built took out through grain rates from points on their lines north and northwest of here for the purpose of stopping our business. They and certain interests in Chicago are now trying this same thing in another way. The 12½¢ rate referred to in this item is the regular local rate to Chicago, the same as from other points along the main line of the C., R. I. & P. Chicago grain interests could have the same rate to Chicago as now prevails to St. Louis if they so desire it and we would be glad to have the rate put in. They, however, seem to think that they can make Des Moines a way station, which remains to be seen if they can or not.—Yours truly, Des Moines Eltr. Co., per M. McFarlin, Des Moines, Ia.

233 DAYS TO INSPECT ONE DAY'S RECEIPTS BY FEDERAL METHODS.

Grain Dealers Journal: The total car receipts of grain at Minneapolis and Duluth on Sept. 21, 1908, was 3,822 cars. These cars were all inspected in eight hours and the results reported to the Chamber of Commerce and Board of Trade respectively by 11 a. m. of Monday, Sept. 21. The receipts above being for Sunday, the 20th, and Monday, the 21st, inspections being made Sunday morning and Monday morning by 17 inspectors.

From observations of the methods in use by Federal employes at the different laboratories in making tests for inspections I compute that an average of 30 minutes per car is fair, including the issuance of the certificate of that inspection.

Accepting 30 minutes as the average time for one car, one man using this method would inspect 16 cars in an eight-hour day;

Or 3,822 cars in 238.8 days;

Or 17 men would inspect 272 cars in an eight-hour day;

Or the inspection force would require 14 days to have inspected 3,822 cars, which it did actually handle as above.

How long would it take to tie up the entire railroad equipment of the Northwest on the basis of Federal inspection?

Other questions just as pertinent could be asked by those familiar with the trade.—E. N.

The Buckwheat Crop.

SHORT CROP OF BUCKWHEAT.

Grain Dealers Journal: No buckwheat in this section, except this year, to make use of corn ground, that could not be planted, owing to continuous rains. The crop is very short, and prices high, which naturally will even up supply and demand. Offers of the grain are plentiful just now.—H. H. Emminga, Golden, Ill.

GETTING A GOOD SUPPLY OF BUCKWHEAT.

Grain Dealers Journal: We have been getting a good supply of buckwheat grain and the quality is very fair, some of it is frosted but otherwise the grain is nice and very dry.

The demand for flour was good at the opening of the season but the warm weather we have been having has made trade a little quiet in the last few weeks. The prices are very high.—J. F. Eesley Milling Co., Plainwell, Mich.

BUCKWHEAT HARVESTED IN GOOD MILLING CONDITION.

Grain Dealers Journal: The buckwheat crop of 1908 as it was harvested probably did not exceed sixty per cent of the amount harvested last year; but, whereas it almost invariably occurs that the amount harvested is more or less injured by the equinoctial storms each year, this year has proved an exception. There have been no equinoctial storms and therefore no damage from that cause. Practically every pound of buckwheat that was cut was secured in good milling condition. The lack of any injury after harvest has partially offset the small size of the crop.

Prices have been extremely high this year, and this with the very favorable weather conditions have produced a free marketing of the grain. We have experienced no difficulty in securing at the prices we were paying all of the buckwheat that we could use.

The demand for the flour at the opening of the season was fully up to normal, but just at present it is dull because first orders have been filled and second orders will not be received until sharp freezing weather stimulates the consumption of the flour. The prices on both flour and grain are higher than a year ago.—Blodgett Milling Co., Janesville, Wis.

Exports of Glucose, Corn Oil and Cake.

Exports of glucose for the 8 months prior to Sept. 1 have been 84,951,618 lbs., against 114,759,339 lbs. for the corresponding period of 1907.

Corn oil cake amounting to 39,438,433 lbs. was exported during the 8 months prior to Sept. 1, against 45,414,377 lbs. for the corresponding period of 1907.

Corn oil exports for the 8 months prior to Sept. 1 have been 1,859,945 gals., against 2,576,481 gals. for the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

A certain molasses feed is estimated by the Vermont Experiment Station to contain 129,000,000 weed seeds to the ton.

The American Malting Co. has declared a dividend of 1½ per cent payable Nov. 2. This is the first dividend paid since 1889.

Death of Capt. Oscar Mohr.

After an illness of about one year caused by kidney trouble, for which he was prepared to undergo an operation, Capt. Oscar Mohr, prest. of the Mohr-Holstein Com. Co., was called by death at 1 o'clock on the morning of Nov. 5th, at his home, aged 73 years. His death was a great surprise to his many friends, who had no idea of his serious condition.

Capt. Mohr was one of the oldest members of the Chamber of Commerce and a pioneer of the trade, having been elected a member in 1866. Beginning his activities in 1865 as a book-keeper with the firm of H. Zinkeisen, afterward changed to Zinkeisen & Bartlett, he has been ac-



Oscar Mohr, Milwaukee, Wis. Deceased.

tively engaged up to the time of his death. Upon withdrawal of Mr. Bartlett Mr. Mohr was admitted to the firm, which was then called Mohr-Zinkeisen & Co., and when Mr. Zinkeisen was lost on the steamer Schiller, Capt. Mohr organized the firm of Mohr-Holstein Commission Co., at the head of which he has continued for nearly fifty years. He served the Chamber of Commerce as president in the years of 1888-89. He is survived by his wife, two daughters and a son.

Known as one of the steady going members, always at the helm, his integrity established on a lofty plane, with a kind smile for all those with whom he came in contact, Capt. Mohr was indeed an example of that fine spirit which built up Milwaukee's grain trade following the war, and his loss will be mourned not only by his friends, here, but by the many acquaintances made in business throughout the West. Capt. Mohr served with distinction throughout the war of the rebellion, and was mustered out after the close of hostilities with the rank of captain.

Barley will be carried at 13c by the Great Western from Minneapolis to St. Louis.

The grain dealer who refers too frequently during business hours to bottle goods, stored in his closet, is sure to be a bear on the market, as well as a bear to his own interests.

A Disastrous Explosion of Elevator Dust.

The Canadian Pacific Railroad Co. built the Richford elevator at Richford, Vt., in the Winter of 1890-91. It was a studded structure containing 77 bins with capacity for about 500,000 bus. storage. The Richford was a modern elevator in its time and considered one of the best in New England. It has been used as a storage, mixing and grinding house without mishap until about 5 o'clock Wed. evening, Oct. 7, when a terrific explosion, followed by a disastrous fire destroyed the entire plant and thousands of dollars worth of property in its vicinity. In addition to the property destruction 15 employes of the company, and two women who were in the vicinity of the elevator when the explosion occurred, paid the penalty of deficient equipment with their lives.

The camera tells the story of destruction and holocaust more forcefully than mere words. One illustration shows the building as it was previous to the explosion. Usually about 35 men were employed in the building, but on account of the water shortage in the city only 26 men were in the elevator when the explosion occurred.

\$400,000 and \$500,000. A residence and barn and 51 freight cars, mostly loaded, were burned with the elevator.

The photograph in which the fireman is shown standing among the ruins tells its own story. Hure piles of mixed and



Elevator at Richford, Vt., Destroyed by Dust Explosion.



The Richford, Vt., Elevator Shortly After the Explosion.

charred grain, steel siding and rods, bricks from the power house, and general debris compose the ruins. Towering above this commercial sepulcher the tall chimney of the power house still stands as a grim sentinel of disaster. Tho insurance experts examined the ruins and reported "cause of explosion unknown" the one lesson to be learned from this catastrophe for elevator owners is in connection with proper dust collecting systems. If this building had been equipped with a modern dust collecting plant it seems certain this story never would have been written and seventeen Richford homes would not have been darkened by disaster. Efficient equipment is worth ten thousand times more than it costs, for such a loss can never be reckoned.

A grain dealer of Bliss, Okla., advertises for a married man to work in his elevator, thinking, no doubt, that the name of his town ought to prove mighty alluring to the average married man.

The cause of the blast which blew the steel roof from the elevator, burst its sides allowing thousands of bushels of grain to flow from it, wrecking adjacent property and breaking windows in dwellings several blocks from the building will never be known positively. The conjecture is that the explosion was caused from the ignition of dust, possibly by rays of the sun thru a window pane. A few minutes after the shock the building was a mass of flames as shown in the illustration. Eleven of the 26 men in the elevator fought their way thru fire to safety, tho many of them were seriously hurt and burned. Only one body of those destroyed has been recovered and identified. This body was found with a portion of the roof about 500 feet from the elevator terribly mangled.

A large feed and storage warehouse across four tracks from the elevator was destroyed while a similar building was saved by a fire wall. The facts concerning the destruction of the elevator and the amount of loss involved are not obtainable officially, but it is estimated that the loss must have been between



Ruins of the Richford, Vt., Elevator.

The rapid growth in the export grain trade of Baltimore during recent years has necessitated the provision of more storage room and Western shippers will surely be glad to learn that the Pennsylvania R. R. has increased its handling facilities by the addition of one million bushels concrete storage and has also greatly improved the handling facilities of Canton Elevator No. 3, in connection with which the new concrete tanks, illustrated herewith, will be operated.

The foundation of the Annex consists of a 3 ft. 6 in. slab of reinforced concrete, laid on piling. Four tunnels extend full length of the storage tanks, which contain four 36 in. rubber belt conveyors, to carry the grain from the bins to the two cross-conveyor belts in the conveyor house at end of basement, by which the grain is conveyed to the two 36 in. rubber belt conveyors in the dock conveyor gallery and by them to the working house.

Above the basement story rise the 32 reinforced concrete bins, which are arranged in four rows of eight tanks each, and form twenty-one interstice bins. All bins are hoppers and self cleaning. The large bins have steel hoppers. The small bins are hoppers and the grain spouted to the conveyors. The large bins are 79 ft. deep and 24.2 ft. inside diameter, the walls being 8 in. thick and reinforced vertically with $\frac{3}{8}$ and 1 in. round steel rods and horizontally by flat steel bars, interwoven thru the vertical reinforcement. Each of the large bins has storage room for 28,260 bus., while the interstice bins have a storage capacity of 6,860 bus., thus giving the plant an aggregate storage room for 1,048,380 bus.

ors on a distributing floor above the bin galleries, from which the grain is transferred to either of three longitudinal conveyors, which carry the grain to the bin desired.

The construction of the concrete bins was facilitated thru the use of a system of raising the forms as the walls were set, patented by James Stewart & Co. The bins were built in two sections of 16 each and concrete was laid at the rate of 3 ft. a day, over 12,000 barrels of cement being used. The forms or molds for constructing the bins extended around each section of sixteen bins, the exterior and interior forms being connected so as to make one large form. Roomy platforms were built above these forms and carried up by them as the forms were jacked up from time to time to make room for more concrete. The forms were attached to the 1 in. steel reinforcing rods which were placed at regular intervals in the concrete walls. Whenever it was desired to raise a form, each jack was manned by a laborer who, at a given signal, raised the forms and platforms until the desired height was reached. Concrete was then poured in forms and tamped down. As soon as it had set well, the forms and platform were again raised. This obviated the necessity of scaffolding, simplified and facilitated the work, insured an even surface without offsets, and reduced the cost.

The trippers, which are of improved pattern and designed for heavy service, belt carriers and troughing rollers, as well as the power transmission machinery amounting to over six carloads, was supplied by the Weller Mfg. Co. The windows thruout have metal frames and sashes, glazed with wire glass, supplied by the Sykes Steel Roofing Co. Power is supplied to the Annex by means of 19,300 ft. of manila rope.

The plant was designed and erected by James Stewart & Co., who also made many improvements in the handling facilities of the old wooden receiving house, built a radial brick stack 170 ft. high, enlarged the boiler room, and installed a new boiler so that the plant now has 1,200 horse power. The plant is designed to give rapid handling, as well as ample fire-proof storage, and shippers over the Pennsylvania should not experience those prolonged, aggravating delays between the time of arrival and the time of unloading of their grain, which was so common two and three years ago.

tem and incandescent electric lights. Instead of the usual ladders being set in the concrete walls of the bins a portable man hoist is provided for access to any bin or interstice. A spiral stairs leading from the basement to the distributing floor is located outside the tanks and enclosed by galvanized corrugated steel.

As no wood was used in the construction of the Annex it is absolutely fire-proof and fire in the old working house cannot be communicated to the new storage part, so the exposure hazard is reduced to a minimum and the insurance rate will, no doubt, be very low.

The drawing is a hand-drawn architectural floor plan of a building, likely a school or institutional structure. It features a large circular area on the left, possibly a gymnasium or auditorium, with a grid of smaller circles inside. To the right of this area is a long, narrow corridor or hallway. Further right is a large rectangular room, possibly a classroom or lecture hall, with a grid of smaller rectangles inside. The plan includes various rooms, corridors, and a large circular area, all labeled with dimensions and notes. The drawing is oriented horizontally, with the circular area on the left and the rectangular rooms on the right. The plan is drawn on a grid of lines, with dimensions and notes written in a cursive script. The overall layout suggests a functional building with a central corridor and various specialized rooms.

Plan of Concrete Annex to Canton Elevator No. 3 at Baltimore, Md.



Three Belt Conveyors above the Concrete Tanks of Annex to Canton Elevator No. 3.

vision of Mr. W. H. Cookman, architect and engineer, and the construction work was under the supervision of Mr. J. W. Craig, supervising engineer of the Pennsylvania R. R.

Confer on Charging Interest on Drafts.

A meeting was held in the office of Geo. F. Stone, Secretary of the Chicago Board of Trade, Nov. 4th, by the Committees appointed during the summer to discuss charging interest on drafts drawn against grain sold on shippers track, and also on consigned grain; and also the

question of the penalty between No. 3 and contract corn on the Chicago Exchange.

Mr. Frank M. Bunch, Chairman; Mr. Edward Andrew; Mr. James Bradley, represented the Chicago Board of Trade. The Illinois Grain Dealers' Ass'n was represented by President E. M. Wayne; B. P. Hill of Freeport; Geo. A. DeLong of Foosland; Fred Rapp of San Jose; and Sec'y S. W. Strong. The Indiana Grain Dealers' Ass'n was represented by Sec'y M. T. Dillen.

These questions were discussed at the Annual Conventions of the State Ass'ns during the past summer, and resolutions were passed denying the right of the Ex-

changes, legally or morally to charge interest on drafts drawn on grain sold shippers track; for the reason, that the shipper made delivery and parted with his legal right to the grain. The Ass'ns also took issue with the Exchange on the matter of interest charged on drafts drawn on grain consigned, to the extent that they asked, that there be a limit fixed when interest should cease.

All these questions were discussed for about two hours by the Committees in their meeting, and each member had a full opportunity to be heard.

The Board of Trade Committee will report to the Board of Directors of the Exchange at an early day.



Concrete Storage Annex to Canton Elevator No. 3 at Baltimore, Md.

"Scaleage Deductions" at Baltimore.

The railroads entering Baltimore, having been induced to discontinue insisting upon a deduction from shortage claims to allow for so-called "natural shrinkage," have sought to protect themselves against loss in handling grain by filing new freight tariff schedules with the Interstate Commerce Commission, which provide for "scaleage deductions." As in the "natural shrinkage" steal, they found the Chamber of Commerce alert. Lawyers have been employed and a complaint filed with the Interstate Commerce Commission, which will necessitate their making answer to the complaint within ten days.

The railroads entering Baltimore, which are the defendants in this case, are the Pennsylvania, the Northern Central, and the B. & O. The Central Elevator Co., which is also made a defendant in the complaint, is owned and controlled by the Pennsylvania Lines. This Elevator Co. owns and operates elevators known as Nos. 1, 2, and 3. The B. & O. R. R. also owns and operates two grain elevators and these five elevators are the only ones in the city by which grain brot in by the aforesaid railroads is received, elevated, stored, handled, and delivered. Most of the grain received by these elevators is of interstate shipment.

The complainants charge the defendants with concerted action to establish exaction in the form of so-called "scaleage deductions" to be imposed upon all grain received at the elevators controlled by the defendants.

It seems that the defendant railroad companies sought to obtain authority for such exaction by filing tariffs with the Commission. In other words, they seek to deliver to owners less grain than the scales in Baltimore elevators show was received by the elevators. Notwithstanding

the fact that the defendants propose to confiscate a portion of each car load of grain, they propose to demand freight, elevation and storage charges upon the full actual weight of grain delivered to the elevator. The deductions proposed by the railroad companies is clearly shown by the following letter which is signed jointly by the managers of the five elevators:

Scaleage Deductions Proposed.
Baltimore, Md., September 28, 1908.
Mr. Lewis J. Lederer,
Chairman, Special Committee,
Chamber of Commerce,
Baltimore, Md.

Dear Sir:

Referring to meeting held recently to discuss the subject of scaleage on grain, at the Baltimore elevators, at which time figures were produced showing the necessity of increasing the allowance to the elevators in order to protect them from losses incidental to handling grain,—effective November 1st, 1908, and continuing until July 1st, 1909, the following deductions on grain received will be made:

EXPORT ELEVATORS.

Wheat, oats and rye, all cars weighing 66,000 pounds or less, 30 pounds.
Wheat, oats and rye, all cars weighing over 66,000 pounds, 50 pounds.
Wheat, oats and rye, Water-Borne, one hundred (100) pounds per 1,000 bushels.
Corn, Natural Mixed, No. 2 White and Yellow,
All cars weighing 66,000 pounds or less, 60 pounds.
All cars weighing over 66,000 pounds, 100 pounds.
Water-Borne, one hundred (100) pounds per 1,000 bushels.
Less quantities in the same proportion with a minimum of fifty (50) pounds.
Corn, other than the above-mentioned grades,
All cars weighing 66,000 pounds or less, 90 pounds.
All cars weighing over 66,000 pounds, 150 pounds.
Water-Borne, 150 pounds per 1,000 bushels.
Less quantities in the same proportion with a minimum of seventy-five (75) pounds.

LOCAL ELEVATORS.

One hundred (100) pounds per car on all cars.
Commencing November 1st, 1908, the elevators will issue certificates for the actual

weight of the grain received, on which weight bills for freight and elevator charges will be based and collected. The certificates will also show the amount of scaleage to be deducted when delivery is effected.

On or about July 1st, 1909, the grain in the elevators will be weighed to ascertain if the above scaleages are sufficient for the protection of the elevators, and will be subject to change either by reduction or increase, as the results show.

Very respectfully,

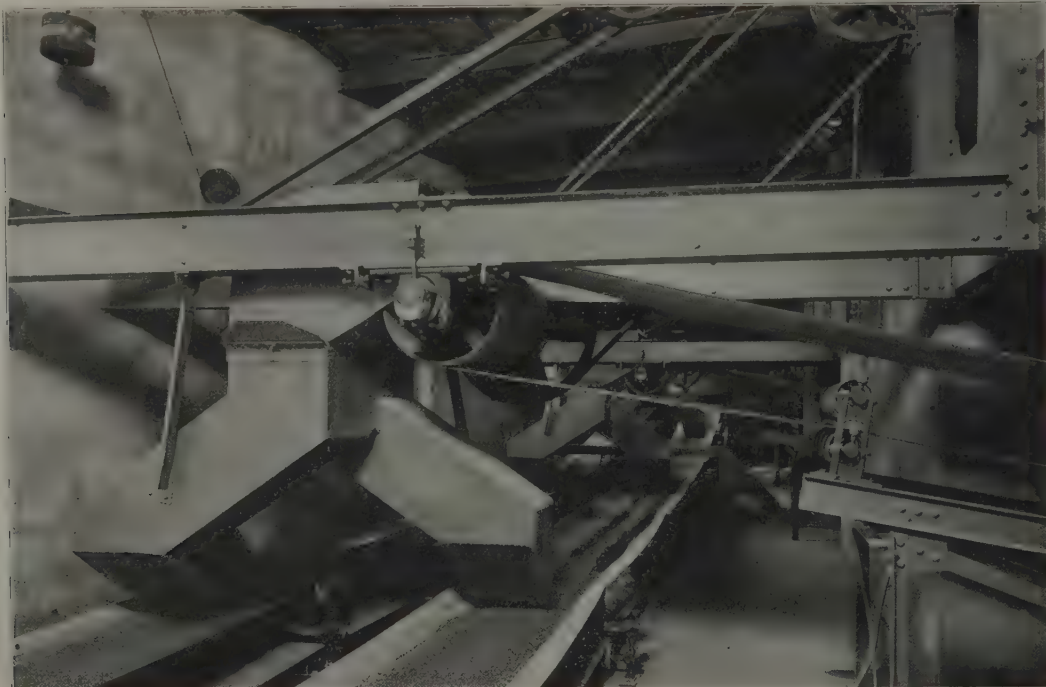
JAS. C. BROWN,
Manager B. & O. R. R. Grain Elevators.
C. R. KENDIG,
Superintendent Central Elev. Co.

This proposition was refused by the Directors of the Chamber of Commerce and the whole matter referred back to the Committee to act in conjunction with the President and Vice-President of the Exchange.

While it might be fair for the elevator companies to refuse to deliver out of store the full amount received, still, to make an arbitrary deduction at time of receipt, on all grain received, is unreasonable and unfair. New corn will surely shrink more than old corn, and if kept in store ten months, it will shrink more than if kept in store ten days. The actual shrinkage of the grain cannot be fixed by rule. The percentage of moisture contained at time of receipt, and length of time retained in store must be considered.

The railroads seem to be in entirely too much of a hurry to prevent the loss, due to shrinkage, being forced upon them. This loss should be borne by the man who owns the grain and holds it in store. To attempt to force this loss on the shippers to the Baltimore market would constitute an arbitrary appropriation of their property and could not be sustained in any court, regardless of what the Interstate Commerce Commission may rule in the hearing ordered.

The complainants maintain that the defendant railroad companies now exact and receive ample (if not excessive) compensation for the carriage of grain along



Four Conveyor Belts Under Tanks take Grain to Cross Belts at End of Conveyor Story.
Annex Canton Elevator No. 3 (See pages 612 and 613).

their respective lines to Baltimore, in accordance with tariffs now in force. The said defendants likewise exact ample (if not excessive) compensation for all services incident to the receipt, delivery, elevation, handling, and storage of grain. Therefore, any increase, direct or indirect, would be wholly unjust and unreasonable.

Another very strong point scored by the plaintiffs is to the effect that the enforcement of such "scaleage deduction" would serve to place the grain trade of Baltimore at a great disadvantage, because said "scaleage deductions" are not made in competing markets.

Inasmuch as the deduction is made upon receipt of the grain, it must be paid by the shipper, and altho it cannot be considered a part of the rate, it will have the effect of increasing the cost of transportation on all shipments of grain to Baltimore.

On Oct. 16 the railroads named filed with the Interstate Commerce Commission a tariff effective Nov. 16, covering elevator charges and "scaleage deductions." The rates of freight specified in these new tariffs are the same as have been in force for some time past, but the "scaleage deductions" provided for are new to the tariff sheets and this method of establishing right to "scaleage deductions" is new to the trade. That the attempt will prove successful is hardly possible. Dockage for future shrinkage has been discontinued in nearly every market

of this country long since, and the trade is in no humor to tolerate its revival.

In an interview given the *Baltimore American* Charles England, President of the Chamber of Commerce, said: "The move seems to be a discrimination against Baltimore. Other cities have done away with the deduction and have had no trouble with the roads nor have the roads seemed to suffer. If our complaint is not recognized as just and if the deduction goes into force it will injure the local grain business to a very large extent."

The Green Bug Baseball Team.

The Green Bug Baseball Team of Nebraska City, Nebr., which is composed of grain dealers, played nine games of ball the past season and won eight of them. The reason that the team did not win more games was on account of their being only nine teams in the league.

It is much too late in the season otherwise an interesting contest might have been arranged between the Chicago Board of Trade team and the Nebraska City grain dealers.

The Bartling Grain Co., which operates a line of country elevators, is well represented on the team by Paul Bartling, E. D. Bartling, F. A. Bartling and D. A. MacCuaig. The Duff Grain Co. is represented by E. J. von Gillern, Reeves Birkby and Albert Newman. Representing the Jones Grain Co. are A. B. Wilson and Harry Schroeder, while A. J. Denton represents the A. J. Denton Grain Co.

Herewith is reproduced a group portrait of the team, consisting of grain men who can play ball, winning the City League Championship in Nebraska City.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain publication here. The experience of your brother dealers is worth consulting. Readers should send us their query for free replies to queries are solicited.]

WATER BARRELS FOR FIRE PROTECTION—HOOPS ONLY MADE AT SHARON, PA.

Grain Dealers Journal: In looking thru the Journal we notice in the issue of Oct. 10, page 460, in Answers to Correspondents that you call attention to the superiority of the galvanized hoop which is made at Sharon, Pa.

We are not, however, manufacturers of barrels, but are supplying galvanized hoops to all the leading cooperage concerns in the country. We own the patent right for the entire United States for our method of galvanizing, which is a hot spelter one and not electric in any way.—Sharon Steel Hoop Co., Sharon, Pa.

Green Bug Baseball Team of Nebraska City, Neb.



Paul Bartling, Right Field and Pitcher. A. J. Denton, Center. D. A. MacCuaig, Manager.
E. D. Bartling, Second Base. A. B. Wilson, First Base. F. A. Bartling, Left Field. E. J. von Gillern, Third Base and Captain.
Reeves Birkby, Shortstop. Harry Schroeder, Catcher. Albert Newman, Pitcher and Fielder.

Crop Reports

Canada.

Winnipeg, Man., Nov. 2.—The crop yields of Manitoba, Saskatchewan and Alberta are estimated at 99,311,840 bus. wheat at 16.4 bus. per acre; oats, 90,202,200 bus. at 34.6 per acre; barley, 20,877,860 bus. at 24.4 bus. per acre, and flaxseed, 1,147,800 bus. at 9.3 per acre. Of the total wheat crop there remains in farmers hands to market 38,298,840 bus. and 22% of the wheat is No. 4 and under.—Frank O. Fowler, Sec'y Northwest Grain Dealers Ass'n.

Regina, Sask.—The estimated yields in advance of threshing returns in the province of Saskatchewan are: wheat, 43,539,000 bus., 18.34 bus. per acre; oats, 41,663,000 bus., 35.59 bus. per acre; barley, 2,695,000 bus., 26.67 bus. per acre; flaxseed, 1,570,000 bus., 11.1 bus. per acre; compared with the final report for 1907 when wheat yielded 14.04; oats, 31.34; barley, 17.50, and flax, 10.91 bus. per acre.—F. Hedley Auld, Chief Buro of Statistics, Saskatchewan Dept. of Agri.

Winnipeg, Man., Nov. 1.—This year's crop in the Canadian West is about all gathered in, and on the whole is quite satisfactory, notwithstanding the damage from drought in some districts. About one-quarter of the grain is still unthreshed, and some is still in stook and has been exposed to late rains and heavy snow storms. We estimate the 1908 crop as follows: Manitoba—Wheat, 41,800,000 bus.; oats, 39,800,000 bus.; barley, 2,900,000 bus.; flax, 485,000 bus. Saskatchewan—Wheat, 44,120,000 bus.; oats, 29,550,000 bus.; barley, 5,100,000 bus.; flax, 849,100 bus. Alberta—Wheat, 8,120,000 bus.; oats, 19,950,000 bus.; barley, 5,100,000 bus.; flax, 290,000. A small amount of rye is grown in Canadian West, possibly about 200,000 bus.—Campbell & Wilson.

Ottawa, Ont., Oct. 22.—The total production of wheat is estimated at 115,651,000 bus. of oats at 267,651,000 bus. and of barley at 50,723,000 bus. The yield of wheat, as estimated from the appearance of the crops at the end of August, is not confirmed by present threshing results, for the total production of Canada, as now estimated, is 2½ bus. per acre less, representing a total diminution of 9,039,000 bus. This drop is almost entirely due to the returns from Saskatchewan and Manitoba, where adverse seasonal influences appear to have had greater effects upon the yield than were indicated by the appearance of the crops at the end of August. In Manitoba, Saskatchewan and Alberta the estimated total production of wheat is 95,818,000 bus., of oats 105,481,000 bus. and of barley 26,362,000 bus. The estimated yield of barley per acre is raised from 27 to 29 bus.; the total crop is 50,723,000 bus. The average for quality is 63 for peas, 73 for rye, 74 for buckwheat, 75 for beans and mixed grains, 68 for flaxseed and 82 for corn for husking.—Dominion of Canada Dept. of Agri.

Illinois.

Odell, Ill., Oct. 12.—Oats making 18 bus. per acre; corn 25 bus.—J. C. Foley.

Pontiac, Ill., Oct. 17.—Only about 4,000 bus. of old corn in a radius of 8 miles.—A.

Tonica, Ill., Oct. 15.—Oats yield 25 bus. per acre. Corn promises 35 bus.—W. E. Kridler.

Fremont, Ill., Nov. 6.—Corn crop will be an average one and of fair quality.—J. E. Kennel.

Jerseyville, Ill., Oct. 17.—Corn about the same as last year in our vicinity.—W. H. Groppe.

Ohio, Ill., Oct. 21.—Oats making 25 bus. per acre; corn promises 40 bus. per acre.—J. C. McCrea.

Paw Paw, Ill., Oct. 19.—Oats making 25 bus. per acre. Corn a light crop, 30 bus. per acre.—E. Guffin.

Odell, Ill., Oct. 12.—Oats making 25 bus. per acre. Corn promises 30 bus. per acre.—Gulshen & Craven.

Fairbury, Ill., Oct. 10.—Oat crop light, 22 bus. per acre. Corn promises 2/3 of crop.—F. L. Churchill.

Odell, Ill., Oct. 12.—Oats making 25 bus. per acre. Corn promises an average yield of 27 bus.—C. A. Vincent.

Sugar Grove, Ill., Oct. 30.—Oats making 10% larger yield than last season, quality 10% better. Quality of corn 30% better, yield in bulk will be the same as last season.—A. R. Jones.

Amboy, Ill., Oct. 17.—Average yield of oats will be 22 bus. Corn promises to make 40 bus. per acre.—W. P. Barnes.

McDowell, Ill., Oct. 9.—The average yield of oats 18 bus. per acre. Prospect for corn 25 bus. per acre.—Chas. Cotroll.

Fairbury, Ill., Oct. 10.—Oats making 25 bus. per acre. Corn promises ¼ of an average crop.—Sherer Grain Co.

Eldena, Ill., Oct. 17.—Oats making an average yield of 20 to 25 bus. Corn promises 35 bus. per acre.—F. Glessner.

Flanagan, Ill., Oct. 13.—Oats yield 30 bus. per acre. Corn promises 35 bus.; quality better than last year.—Locker Bros.

Malden, Ill., Oct. 22.—Oats yield 25 bus. per acre. Corn promises to make an average yield of 40 bus.—A. M. Mallon.

Lee, Ill., Oct. 23.—Corn yield 40 bus. per acre; quality 35%; better than last year. Oats yield 27 bus.—A. O. Anderson.

Fairbury, Ill., Oct. 10.—Oats making 20 bus. per acre; corn an average of 30 bus., quality good.—N. B. Claudon & Son.

Zeering, Ill., Oct. 21.—Oats making 23 bus. per acre. Corn will make an average crop of 40 bus.—Phillip Beckman.

Earlville, Ill., Oct. 19.—The general average of oats of 25 bus. per acre. Corn promises 40 bus. per acre.—Alvin Kaminsky.

Congersville, Ill., Nov. 7.—Oats 20% less than 1907, quality 30% better. Corn 50% less, quality same as last season.—W. J. Rich.

Triumph, Ill., Oct. 24.—Oats yield 28 bus.; quality 15% better. Corn a better quality, yield 20% more than last year.—H. G. Smith.

Princeton, Ill., Oct. 22.—Oats making 25 bus. per acre. Corn promises to make an average yield of 30 bus.—Houghton Lumber Co.

LaMoille, Ill., Oct. 20.—Oats yield 35 bus. per acre. Corn not as good in quantity but much better in quality, yield 35 bus.—J. L. Cornish.

Tonica, Ill., Oct. 15.—Oats yield 30 to 35 bus. per acre, with 25% marketed. Corn promises to make an average of 40 bus.—J. J. Matern.

Triumph, Ill., Oct. 24.—Oats yield same as 1907, quality 20% better. Corn will yield same as 1907, quality 30% better.—E. N. Cook.

Lostant, Ill., Oct. 13.—Oats making 30 bus. per acre. Corn promises 40 bus. per acre. Early planting is of good quality.—O. M. Kelly.

Amboy, Ill., Oct. 17.—Oats making an average yield of 25 bus. per acre. Prospect for corn an average yield of 35 bus.—C. W. Rabbit.

Broadmore, Ill., Nov. 3.—Oats yielded same as last season, quality 5% better. Corn crop 10% larger, quality 50% better.—E. G. Rees.

Cuyaga, Ill., Oct. 12.—Oats making an average yield of 20 bus. per acre. Corn will make an average yield of 25 bus.—G. W. Collins.

Wady Petra, Ill., Nov. 4.—Oats 25% less than 1907, quality poorer. Corn, quality 20% poorer than 1907, yielding 20% less.—V. H. Chase.

Sublette, Ill., Oct. 17.—Average yield of oats 24 bus. per acre. Corn promises an average yield of 35 bus.; good quality.—J. W. Bettendorf.

Flanagan, Ill., Oct. 13.—Oats making 28 bus. per acre. Prospect for corn an average yield of 35 bus.; quality will be good.—L. B. Snyder.

Dixon, Ill., Nov. 2.—Oats same yield as 1907, quality better. Corn, quality 50% better than last season; yield the same as 1907.—J. Forest.

Mendota, Ill., Oct. 16.—Oats yield 25 bus. per acre; 25% marketed. Corn promises to be good, with an average yield of 40 bus.—P. M. Maus.

Dunlap, Ill., Nov. 5.—Oats yield 40% less than last season; quality same as 1907. Corn yield and quality same as last season.—L. B. Jackson.

Ashton, Ill., Oct. 30.—Oats yield same as in 1907, quality 10% better. Corn, quantity same as last season; quality 40% better.—O. C. Baker.

McDowell, Ill., Oct. 9.—Oats making 26 bus. per acre. Corn promises to make a yield of 40 bus. per acre; quality will be good.—O. W. Ripsh.

Meriden, Ill., Oct. 19.—Oats making an average yield of 30 bus. per acre; quality good, movement light. Corn promises to make a fair crop with an average yield of 40 bus.; quality promises to be good.—Smith Bros.

Hinckley, Ill., Oct. 27.—Oats quality 5% better than last season. Corn 15% better in quantity, quality 30% better than last season.—D. H. Dooden.

Princeton, Ill., Oct. 22.—Oats yield 25 bus. Corn promises to make an average yield of 30 bus. per acre.—Carr & Fisher, agts. for Neola Eltr. Co.

Franklin Grove, Ill., Oct. 31.—Oats quantity same as last season; quality 20% better. Corn quantity same as 1907, quality 60% better.—R. D. Morgan.

Stark, Ill., Nov. 4.—Oats 50% of an average crop, quality not as good as last season. Corn 65% of an average crop, quality good.—Wm. Gorman.

Meriden, Ill., Oct. 19.—Oats yield 30 bus. about 30% marketed. The quality of corn will be excellent, average yield 40 bus. per acre.—W. D. Hoogland.

Lodemia, Ill., Oct. 9.—Oats making average yield of 25 bus. per acre. Corn promises to make an average crop of 25 bus. per acre.—D. T. Crumbaker.

Morse, Ill., Nov. 3.—Oats 5% better than last season, quality 20% better. Corn, quality 40% better than 1907, quantity 20% better.—W. A. Lambert, Agt.

Princeton, Ill., Nov. 4.—Oats yielding same as last season, quality some better. Corn quality 40% better than last season, quantity same.—Richard Cox.

Alta, Ill., Nov. 5.—Oats yielding 10% better than last year; quality 10% poorer. Corn yielding same as last season, quality same.—W. L. Williams.

Flagg, Ill., Oct. 30.—Oats yield 25 bus. per acre, quality 10% better than last season. Corn yield same as last season; quality 35% better.—J. R. Titus.

Franklin Grove, Ill., Oct. 31.—Oats yield same as last season, quality 10% better. Corn, quality 30% better than 1907, quantity 10% greater.—H. W. Dysart.

Arlington, Ill., Oct. 22.—Oats making an average yield of 30 bus. Corn promises to be of good quality and will make a yield of 40 bus. per acre.—John Thelen.

Dunlap, Ill., Nov. 5.—Oats yielding same as 1907; quality 25% better than last season. Corn yielding same as last season, quality 50% better.—C. N. Holmes.

Somonauk, Ill., Oct. 24.—Oats quality 20% better than last year, 10% better yield. Corn will yield 10% better, quantity 20% better than last year.—Edw. Rompf.

Decatur, Ill., Oct. 26.—Little new corn moving as yet. Dealers are afraid to sell on 10 days shipment because of prospects of rainy weather.—Siebens Grain Co.

Princeton, Ill., Nov. 4.—Oats yielding 10% less than last season, quality the same. Corn yielding same as last season, quality 50% better.—Robert Bennett.

Creston, Ill., Oct. 30.—Oats yield 30 bus. per acre, quality same as last season. Corn quality 25% better than last season; quantity same as 1907.—M. Kennedy.

Graymont, Ill., Oct. 13.—Oat crop 20 bus. per acre. Prospect for corn is an average yield of 35 to 40 bus. Frost did some damage to late planting.—J. H. Unzicker.

Pontiac, Ill., Oct. 9.—Oats a light crop, average yield 20 bus. Corn is very spotted; promises an average crop not to exceed 30 bus.; quality good.—Geo. Brunskill.

Dixon, Ill., Nov. 2.—Oats yield 35 bus., quality 10% better than last season. Corn quality 50% better than last season; yield the same as last year.—Geo. D. Long.

Ladd, Ill., Oct. 23.—Oats making same yield as in 1907; corn will make a better quality than in 1907, yield will be the same.—Chas. Cochran, agt. Ladd Eltr. Co.

Speer, Ill., Nov. 4.—Oats yielding 25% less than last year, quality not as good as last season. Corn yielding same as last season, quality 25% better.—E. E. Stisser.

McNabb, Ill., Oct. 14.—Oats making 25 bus. per acre. Corn promises an average crop of 30 bus. quality promises to be good.—Geo. Zeigler, agt. Illinois Granaries Co.

Buda, Ill., Nov. 3.—Oats 10% more than last season; quality 20% better. Corn making a better yield than 1907, quality 20% better than last season.—F. G. Lindner.

Sandwich, Ill., Oct. 26.—Quality of oats better than year 1907, yield being the same. Corn 90% of an average crop, quality 20% better than 1907.—C. J. Patton.

Deer Creek, Ill., Nov. 7.—Oats making 60% of last year's yield, quality 10% better than last season. Corn making 60% of last year's crop; quality 20% better. Wheat making a yield same as last year, quality the same.—Ellis & Wagner.

Hinckley, Ill., Oct. 27.—Oats yield of 30 bus. per acre, yield 40 bus. per acre, quality 20% better than last season.—C. D. Wheeler.

Lee, Ill., Oct. 28.—Oats yielding 27 bus. per acre, making 5% less than 1907, quality 5% better. Corn yield 25% better than last year, quality 40% better.—J. E. Johnson.

Rochelle, Ill., Oct. 29.—Oats yield of 20 bus. per acre; quality same as last season. Corn making 20% better yield than last season; quality 50% better.—P. E. Diedrich.

Steward, Ill., Oct. 28.—Quality of oats 10% better than last season; yield same as 1907. Quality of corn 35% better than last season, yield 15% better.—Shearer Bros.

Creston, Ill., Oct. 30.—Oats yield 40 bus. per acre, quality 10% better than last season. Corn quality 25% better than last year, quantity 10% better.—Dickinson & Lewis.

Malta, Ill., Oct. 29.—Quantity and quality of oats same as last season. Quality of corn in this locality will be 15% better, making same yield as 1907.—J. C. Pierce.

Speer, Ill., Nov. 4.—Oats yielding 15% less than last season; quality same as last year. Corn quality 50% better than last season, quality same as last season.—J. A. Speers.

Waterman, Ill., Oct. 27.—The average of oats same as last season, quality 5% better. Corn 50% of an average crop; quality 35% better than last season.—Roy Wakeman.

Seatonville, Ill., Oct. 23.—Oats making a yield of 20% better than last year. Corn will make a better yield than last year; quality 20% better than last year.—H. A. Bougas.

Van Orin, Ill., Oct. 21.—Oats yield 22 bus. per acre. Corn good quality and promises 2 weeks earlier movement than last year, with an average yield of 35 bus.—H. G. Stauffer.

Malden, Ill., Oct. 22.—Oats good quality, making an average yield of 25 bus. per acre. Corn will make 40 bus. per acre, with quality better than last year.—D. K. Caldwell.

Ladd, Ill., Oct. 23.—Oats quality 20% better than last year; quantity 25% better. Corn 30% better in quality but smaller in quantity.—H. S. Downey, agt. Neola Eltr. Co.

Deer Creek, Ill., Nov. 7.—Oats yield 10 bus. less per acre than last season; quality 20% better. Corn 10% less than last season, quality the same as last year.—L. A. Seelman.

Nachusa, Ill., Oct. 31.—Oats yield 40 bus. per acre; quality 5% better than last season. Corn yielding 40 bus. per acre, quality 50% better than last season.—E. L. Crawford.

Diminick, Ill., Oct. 18.—Oats 25 bus. per acre, with over 80% in farmers' hands. Corn promises 40 bus. per acre; quality will be good, with an early movement.—Thos. English.

Lostant, Ill., Oct. 18.—Oats making 22 bus. per acre, with 75% of the crop back in farmers' hands. Corn will be of a good quality and promises 35 bus. per acre.—H. C. Vallmer.

Manlius, Ill., Nov. 2.—Oats yielding same as last year, quality being better. Corn will make an average yield of 50 bus. per acre, quality 20% better than last season.—Chas. Garber.

Camp Grove, Ill., Nov. 4.—Oats making same yield as last season, quality good, testing same as 1907. Corn, quality 40% better than last year. Yield same as last season.—H. M. Dewey.

Carlos, Ill., Nov. 7.—Oats 10% less than last season, quality 25% better. Corn yielding 10 bus. less per acre than last year, quality 20% better than last season.—L. E. Schwartz.

Mill Creek, Ill., Nov. 5.—Corn is of a fine quality and will yield 40 to 50 bu. to the acre. Wheat is very backward on account of drouth, not as much sown as last year.—W. F. Hunsaker.

Leland, Ill., Oct. 24.—Oats 10% better yield than last year, quality 20% better. Quality of this year's corn will be 20% better than last year. Yield will be same as 1907.—O. M. Danielson.

Earlville, Ill., Oct. 19.—Oats yield of 30 bus. per acre; quality much better than last year. Corn promises to make a yield from 30 to 70 bus. per acre. Corn very spotty. Early planting now marketable, and will grade No. 3 in November.—M. I. Taylor.

Troy Grove, Ill., Oct. 24.—Oats yield 15% better than 1907, quality the same as in 1907. Corn of much better quality than last year, making an average yield of 40 bus. per acre.—P. B. Bock.

Walnut, Ill., Oct. 21.—Oats yield 22 bus. per acre, with 55% marketed. Corn promises to make an average yield of 30 to 35 bus. per acre; quality will be good on all high land.—Andrews Bros.

Shaw, Ill., Oct. 19.—Oats making an average yield of 30 bus. per acre. Corn promises to make a much better quality than last year, making an average yield of 30 bus. per acre.—Jas. Wedlock.

Mendota, Ill., Oct. 16.—Oats some better quality than last year, making an average yield of 30 bus. Corn promises better quality than last year and will make 40 bus. per acre.—J. S. Keller.

Earlville, Ill., Oct. 19.—Oats making 28 bus. per acre; 2/3 of the crop has been marketed. Corn promises to be a light crop; quality good; average yield 35 bus. per acre.—Earlville Grange Eltr. Co.

McNabb, Ill., Oct. 14.—Oats making an average yield of 30 bus. per acre; 2/3 in farmers' hands. Corn promises to make yield 40 bus. per acre; quality is very good.—W. A. King, Mgr. J. J. Matern.

Plano, Ill., Oct. 26.—Oats making a better quality than last season, average yield 40 bus. per acre. Quality of corn will be 25% better than last spring; an average yield of 40 bus. per acre.—C. E. Jites.

Walnut, Ill., Oct. 21.—Oats in this vicinity making an average yield from 22 to 35 bus. per acre; quality good. Corn will make an average yield of 35 bus. per acre, 95% was safe from frost.—F. L. Neal.

Princeville, Ill., Nov. 4.—Grain moving freely, 50% of corn in this section will grade No. 3 in November. Farmers are willing to sell at 60c per bushel and shelling and marketing quite freely.—V. L. A. Cayuga.

Cayuga, Ill., Oct. 12.—Oats making an average yield of 12 bus. per acre. Corn promises to make an average crop of 66%. Too much untillied land in this locality the cause of the deficiency.—C. W. McDougall.

Leonore, Ill., Oct. 15.—Average yield of oats about 23 bus. Corn promises to make an average crop of 35 bus. per acre; quality will be good, and it will be marketed about 2 weeks earlier than last year.—C. Linder.

Malta, Ill., Oct. 29.—Oats making an average yield of 35 bus. per acre; quality 25% better than last season. Quantity of corn will be 40% better than last season; average yield 45 bus. per acre.—Marshall Bros.

Chenoa, Ill., Oct. 10.—Oats making a yield of 25 bus. per acre. Only 20% of the new crop has been marketed. Corn promises to make a fair crop, with an average yield of 35 to 50 bus. per acre.—F. L. Warner.

Steward, Ill., Oct. 28.—Oats averaging in bulk same as last year, quality 5% better. Corn promises to be better quality than last season, acreage less than last year, average yield 40 bus. per acre.—L. A. Parker.

Sublette, Ill., Oct. 17.—Oats making 25 bus. per acre, testing 25 lbs. per bu. Corn promises a better yield than last year, an average yield of 40 bus. with much better quality than last year.—Bieber Grain & Lumber Co.

Minonk, Ill., Oct. 13.—Oats yield 30 bus. per acre, quality much better than last year. Corn promises now to make an average yield of 40 bus. per acre, and quality will be much better than last year; movement of new corn will be two weeks earlier than last year.—J. A. Simpson.

Morrisonville, Ill., Nov. 2.—Corn very soft and green; farmers are generally talking of cribbing or storing it. Considerable corn damaged by frost; 80 per cent. of the wheat crop shipped. No old corn held by farmers. No surplus oats here, will not be enough for home use.—Herdman Grain Co.

Northern Illinois, Nov. 3.—The movement of new corn will be light in November from the northern part of the state. Farmers are all asking 60c for Dec. delivery and very few are selling. About 15% of the early planting will grade No. 3 in the latter part of November; in Dec. ½ will grade No. 3.—V. L. A.

Indiana.

Muncie, Ind., Oct. 31.—Have small crop of wheat sown, but not doing well, too dry.—Hibbitts Mill Co.

Salem, Ind., Oct. 24.—We have between ¾ and ½ crop of corn this season, due to the dry weather.—Salem Milling Co.

Syracuse, Ind., Nov. 5.—Corn gathering nearly completed, not much that will be marketed; quality about the same as last year. On account of dry weather, wheat is starting poor, rain badly needed.—H. W. Strieby.

Worthington, Ind., Oct. 24.—Notwithstanding the long continued drouth, the corn in our section will be almost an average yield, and the quality the best in years. Some serious losses of crops have occurred by fire from locomotives. Wheat about all marketed.—J. D. Myers.

Iowa.

Malvern, Ia., Oct. 17.—Wheat is light; new oats a failure; corn fairly good.—E. L. Donner.

Clemons, Ia., Oct. 17.—We have a good crop of oats, good quality; corn fair.—A. Brackney.

Cartersville, Ia., Oct. 22.—Corn is making about 35 bus. to the acre, most of the farmers are just starting to husk.—E. E. Ocken, Mgr. Independent Grain & Lumber Co.

Castana, Ia., Nov. 6.—Corn crop 40% better than last year, both in quantity and quality; small grain poor, has about all left the farmers hands. Corn will move early to market with fair weather.—G. H. Leuter, agt. Trans.-Miss. Grain Co.

Des Moines, Ia., Oct. 17.—Farmers have sold 47% of the marketable portion of the new oats crop. This year's corn crop is 15% greater than that of last year, this crop amounting to 287,000,000 bus., of which 10% will be soft. In Iowa this year the high, well tilled and drained lands show remarkably heavy yields per acre. The flat lands with no drainage are giving disappointing results. The low, overflowed and washed lands have to a large extent produced no crops whatever.—Geo. A. Wells, Sec'y Western Grain Dealers Ass'n.

Kansas.

Anthony, Kan., Oct. 23.—The corn crop is just being gathered, and some better than was expected, about ¾ crop. Wheat pretty well in now.—G. H. Wilmut, agt. W. W. Miller & Sons.

Michigan.

Lansing, Mich., Nov. 7.—The average yield of corn is 30 bus. per acre and 52% was cut up for fodder. The condition of the sown wheat is 74, against 86% a year ago.—Geo. M. Prescott, Sec'y of State.

Minnesota.

Davidson, Minn., Nov. 5.—Late flax threshing is just finished, and the bulk of the 1908 crop has been marketed, not to exceed 45% left in farmers hands on Nov. 1 of all kinds of grain.—Wm. J. Porter, agt. Federal Eltr. Co.

Missouri.

Centralia, Mo., Nov. 9.—Feed will be scarce. No corn to ship out. Oats and wheat all gone. Fall sowing looking well.—Burks Bros.

Montana.

Mendon sta., Garnell p. o. Mont., Nov. 1.—Wheat crop is light here this year, and not enough oats to supply local demand. Large increase in acreage of winter wheat sown.—A. C. Curtis, agt. R. M. E. Co. R. F. D. Straw, Mont.

Nebraska.

Wahoo, Neb., Nov. 1.—The corn crop here is of good quality, but only half a crop.—J. H. Swallow.

De Witt, Neb., Nov. 2.—Average yield of corn between 20 and 25 bu. to the acre.—E. L. Cobel, agt. Ewart Grain Co.

Giltner, Neb., Nov. 5.—Corn is making 40 to 50 bu. and winter wheat never looked better; about the usual amount sown.—C. C. Beery.

Harvard, Neb., Oct. 24.—Wheat in this section of the country is moving quite heavy, but as it is raining the threshing has stopped, which will be resumed again in a day or so. The farmers are making preparations for the corn husking season and the yield will be from 20 to 60 bus. per acre.—H. P. Grant, Nebraska-Iowa Grain Co.

North Dakota.

Souris, N. D., Nov. 7.—We estimate about 75% of the crops marketed in this vicinity, and as only two months for marketing has elapsed, we take that this is the crop with the long "tail."—E. Nelson.

Valley City, N. D., Oct. 19.—Threshing is all done and grain well taken care of, and farmers have had more time for fall plowing than they have had in a number of years, but the reason that the season has been about two weeks earlier. A large percentage of their crop has been marketed to date, owing to the fact that prices have been satisfactory.—The Farmer Co-Operative Eltr. Co.

Ohio.

Anna, O., Oct. 13.—We have had a nice rain for wheat; corn is fine.—Louis Finckenbein.

Ansonia, O., Oct. 20.—Corn will be good, but not a large crop.—T. B. Marshall, of Ansonia Grain Co.

Shreve, O., Oct. 26.—Good crop corn, wheat and hay; oats and potatoes half a crop.—McKee Bros.

Quincy, O., Oct. 22.—Corn crop good and of good quality; farmers not selling freely.—J. E. Wells & Co.

Xenia, O., Oct. 26.—Corn fair crop and in good condition and quality. Wheat crops look bare.—Ben Belden.

Pemberton, O., Nov. 7.—New corn receipts very light, but of good quality.—Simmons, Faulkner & Cook.

Greer, O., Oct. 21.—Ground very dry and wheat spotted, no good; corn good and nearly ½ in crib.—C. V. Banbury.

Ft. Recovery, O., Oct. 21.—The new corn crop will be in shape to be handled in a short time.—E. J. Woeste, local mgr. The Jay Grain Co.

Tokio, O., Oct. 23.—The corn crop is fair here and the oats about ½ crop; wheat about ½ crop; very little seeded this fall.—Jonestown Grain Co.

Elmwood, O.—This station is to become a receiving station in place of a shipping point in corn and oats.—F. S. Hanley.

North Creek, O., Oct. 23.—Very dry here, wheat that was sown early came up and died. Corn in fine condition; average about 50 bus. per acre.—C. C. Schafer.

Millersport, O., Oct. 27.—The corn in this locality is good, making 60 to 75 bus. per acre, and it is being put on the market in nice and good condition.—Pence & Swisher.

Greenville, O., Oct. 26.—Farmers are shucking their corn; new corn has just begun to come to 30 bus. per acre; and only about half of a crop in Darke Co.—Robt. Davidson.

Yellow Springs, O., Oct. 23.—Wheat is mostly all marketed. Poor prospect for the new crop. Corn is beginning to move in fine condition; big enough to grind.—The John DeWine Co.

Stelvideo, O., Oct. 24.—We have had a very dry season, corn crop short about half crop; good quality; wheat sowed but not up, lying in the dry ground; cannot come up until there is rain.—H. M. Coppess.

McComb, O., Oct. 21.—Corn in this district is the finest quality ever known, and making from 50 to 80 bus. per acre; too much to do much husking.—Chas. Shuler, mgr. Hancock Grain & Milling Co.

Port William, O., Oct. 23.—Corn ¾ of a crop, and of good quality. Poor prospect for 1909 wheat crop. No rain to bring wheat up, acreage short. No oats, almost a complete failure.—O. W. Linkhart.

Sugar Creek, O., Oct. 24.—Most people holding for better prices; corn not as good as expected, being damaged by drouth. Oats has been only little better than half a crop. Wheat was good.—Hosteller & Baker.

Blanchester, O., Nov. 6.—There has been considerable corn shipped from this section to points north and east. Owing to the dry weather we have had, corn is in excellent condition for this season of the year.—Dewey Bros. Co.

New Bavaria, O., Oct. 23.—Have had no rain for nearly 4 months, but a little sprinkle. What wheat is sown in the ground is drying and spoiling. Corn is the best crop in years.—Peter Hornung, Agt. Morrison & Thompson Co.

Middlepoint, O., Oct. 22.—Prospect was never better for a good grain business than this fall. Corn excellent quality, oats good color, wheat short but fair quality. Large crop of good hay well matured and harvested without rain.—Pollock Grain Co.

Kirby, O., Oct. 23.—Light wheat crop, quality fair; fair corn crop, quality good; light oat crop, quality fair. Extended drouth has reduced acreage 30% and condition of that sown is not over 50%. Very little up and some seed rotted.—D. E. Maxwell.

Jeromeville, O., Oct. 24.—Had a nice shower last night. Wheat acreage about as usual, plant small but coming. Some fly. Corn very nice, but slow husking on account of dry weather. Hay moving, \$7 to \$9; holding wheat for \$1.00.—B. A. Funk & Co.

Rex, O., Oct. 26.—Corn is 70% of an average crop; condition very good. Farmers are cribbing the majority of crop. We are shipping some ear corn. Wheat needs rain badly, acreage smaller than last year. Oats very scarce.—H. J. Brubaker, of J. A. Brubaker & Son.

Laura, O., Oct. 22.—No rain here since Aug. 12. Some wheat sown, but very little growing, and unless we have rain soon, all will die that is sprouted. Corn 75% of average crop and of good quality. None is being shipped except a few cars of cob corn.—A. B. Jones.

Toledo, O., Nov. 6.—Corn is moving freely in our territory at this time, and the quality is the best we have had in many years. The acreage of wheat this year is considerably less than last year, but the wheat is showing up well.—The Southworth-Rice Grain Co.

Kyle, O., Oct. 24.—Fully ¾ of wheat crop gone to market. Not over ½ of crop seeded and what is sown is still unspouted as the ground is so dry that nearly everything looks as brown as it does in winter. Crop about 60% of crop; none to seed. Feeder will take it all; quality usually good, but small ears.—Kyle & Williamson.

Maria Stein, O., Oct. 24.—Wheat crop in this locality was No. 1 and of fine quality. Oats short, will not have much to market. Corn favorable; could be better, have not had enough rain to get a good crop. Most of wheat is sown, but lots would have been sown if dry weather had been in better shape; no rain worth while for several months.—Henry Kramer.

Piqua, O., Oct. 23.—The weather is still dry; no rain since the last of Aug. About 2/3 of the wheat is sown, and it is not up; think that the fertilizer used by all of the farmers will heat or malt the wheat in the ground, so that rain will not help it, if we should get rain soon there will be more fields sown. About 25% of the ground will be abandoned entirely. Corn husking has begun with a fair crop of good corn.—C. N. Adlard.

Marysville, O., Oct. 26.—The wheat is in need of more moisture, 75 per cent of full crop sown. Corn 90 per cent of full crop, and extra quality, is very dry and shells out good, 68 lbs. making a shelled bushel, husking retarded by dry weather. The crop is all cut up in this section and farmers are selling some and will sell freely very soon if weather will permit of husking. In our section there will be considerable to ship and last season had some 40 cars shipped in to supply feeders.—J. C. Spurrier & Sons.

Columbus, O., Oct. 22.—The new corn movement has begun in this section of country and is certainly remarkable in the quality and condition of the corn received in this market. The inspections, up to date, show but one car of corn with sufficient moisture in it to be graded No. 4, while quite a number of cars have been inspected as No. 2 yellow, the moisture test being below 15.5%, and I do not believe that the average moisture in all the corn received thus far would exceed 17.5%, an unheard of condition. The quality is certainly the best we have had in ten years, and I think our eastern friends and eastern markets will have a materially different opinion with reference to Ohio corn this year, than what they have had for some years past.—The Seeds Grain & Hay Co.

Columbus, O., Nov. 6.—The wheat area seeded this fall for the harvest of 1909 is but 76% in comparison with last year's area, or 1,446,543 acres. This is the lowest area reported in a number of years past, due principally to the drouth prevailing at proper seeding time, and, owing to its long continuance, the final abandonment of many fields intended for wheat. The condition of the growing plant is estimated at 56% compared with an average, and the general tone is very discouraging. As stated in the October report, there has not been sufficient moisture for proper germination, and no doubt many fields will be plowed up in the spring, thereby further reducing an already short area. The corn prospect has advanced three points since the issuance of the last report, being now estimated at 83%, compared with an average. The corn is approximately the same as for 1907, while the present prospect is 10% better than the corresponding month last year. The area of rye seeded this fall is 51% of last year, and the condition is 62% of an average.—Ohio Dept. of Agri.

Oklahoma.

Oklahoma City, Okla.—We are getting a world of new corn and it is grading well.—H. C. Clark.

South Dakota.

Willmot, S. D., Oct. 23.—Threshing is all completed.—C. C. Arnold, mgr. Miller Eltr. Co.

James, S. D., Oct. 3.—Shock threshing is very near completed and we are having fine weather. Henry Roers, agt. Empire Eltr. Co.

Pierpont, S. D., Oct. 21.—Seventy-five percent of grain is marketed here. Fall plowing well done and land in excellent condition.—R. P. Roberts.

Clear Lake, S. D., Oct. 19.—Threshing is all done around here and about ½ of the grain in the farmers hands. Corn is about the best we have ever had in this country.—H. R. Morgan, agt. E. A. Brown.

Redfield, S. D., Oct. 23.—Threshing is now done. Prices have been good and farmers have sold most of their grain. Corn crop is good, and farmers are looking around to find good pickers.—F. O. Schalkert, agt. G. W. Van Dusen & Co.

Monroe, S. D., Oct. 21.—The oat crop is light, wheat from 10 to 24 bu. per acre; barley 20 to 50. We are handling nearly three times the barley as last year. Corn is a good crop 20 to 45 bu. per acre, good sound corn.—M. S. Blake, agt. T. J. Ryan.

Rockham, S. D., Oct. 22.—Threshing nearly done; have started to shuck corn, but most all plowing after a two days' rain. Flax crop good, but yield about 15 bu., average 12 bus. About 50% of all small grain marketed, having trouble getting flax cars in our town.—E. P. Mack.

Rowena, S. D., Oct. 19.—Threshing completed in this locality; fully 75 per cent have been marketed. Corn husking will be in full blast within a week or ten days. It is estimated that the yield will not be less than 30 bus. per acre, while some will be as good as 35 bus.; quality good.—N. C. Libby.

St. Charles, S. D., Oct. 29.—Oats crop good considering the crop in general, average about 25 bus. per acre. Spring wheat very good, excellent quality, average 13 bus. per acre, winter wheat good, average 21 bus. per acre. Some rye and barley of good malt quality and No. 2. Corn is making 30 bus. average, good quality.—J. M. Beechel, agt. Nye, Schneider Fowler Co.

South Dakota.—O. C. Owen, of Owen Bros. Co., is at present in South Dakota, and reports the corn yield promises much and will be of good quality. Drawing a line thru the center of South Dakota, from east to west, about 60 to 65% of the wheat and barley has already been marketed. Farmers' disposition is to sell. Spot and December bids for corn indicate rather an early movement.—D. G. Owen, Milwaukee, Wis.—S.

Tennessee.

Nashville, Tenn., Oct. 21.—Lack of rain in many sections is retarding the planting of wheat and winter oats. Probably a third of the crop has been seeded. If the rest of the planting is greatly delayed it will result in a decreased acreage. The early maturing corn is yielding a heavy crop, but late plantings, because of a drouth in the late summer, will not give a yield up to the average, as the ears did not fill out well. On the whole the corn crop will be a little short of last year.—M.

Nashville, Tenn., Nov. 6.—It is time for all winter wheat to be in the ground and not half of the crop has yet been planted. Some farmers are planting in the dry soil. Most of them, however, are waiting hoping every day for rain, as dry planted wheat does not get a good start in the way of root growth. It is expected that the drouth will in the end result in decreasing the acreage probably 10 per cent and that the dry planted crops will further reduce the yield below the average next spring.—M.

Texas.

Alanreed, Tex., Oct. 7.—Our crops are about 10 percent short on account of the dry spell we had in July and the first part of August.—R. L. Kennedy.

Wisconsin.

Milwaukee, Wis., Nov. 6.—This state has raised the largest wheat crop in its history and the quality is above par.—F. D. Hinkley.—S.

Reedsville, Wis., Oct. 17.—Our barley crop this year is all No. 3 and sells at present for 65 to 65½ in Milwaukee. Must say best barley crop since 1883.—Western Supply Co.

Cheap Apparatus for Corn Testing

BY GEO. F. MUG.

With the coming of new corn the elevator man's wet corn dream develops into a reality. The early winter months and damp wet corn are synonymous. Where one is you find the other.

The many different phases of the new corn situation has been discussed—hot corn, the purchase of corn on grade from farmers, the uniform grades, at the terminal, and the method of moisture determination have each received attention.

Just what constitutes a grade has not as yet been accurately enough defined so that a certain grade in one place will be the same elsewhere. Now the judgment of an inspector at the terminal market is what establishes the grade and while he is to be governed by a set of rules, the so called "personal equation" enters largely into the case. The entire grain trade as a unit would welcome a clear, concise, well defined definition of what would constitute Nos. 1, 2, 3, 4 and No Grade. The physical and chemical condition must necessarily enter into such a definition and it is to get down to some stable basis that the moisture test was devised. The present rules say "reasonably dry" but what degree of dryness is reasonable? Why not say such a per cent of moisture?

Brown and Duval have developed a method of determining the amount of moisture in a given sample of corn. The apparatus is very simple, still the outlay is so large that but few feel justified in making the investment. I grant it is quite essential that such apparatus be in every elevator office, and that often one or two tests will pay for the entire equipment, still expenses are always well canvassed by the average elevator operator.

It is not essential that an elaborate apparatus be used in determining the moisture. Any method can be used with satisfaction that will afford means for measuring the moisture driven off. The most accurate means of determining moisture is by weight, as it is a means most familiar.

An equipment which requires no great outlay and one which will give accurate results with very ordinary skill in handling consists of the following:

One galvanized, copper, tin or porcelain vessel of not less than one quart capacity. To be used in raising the temperature of the oil bath to desired temperature.

One thermometer graduated either to 200 degrees Centigrade or to 370 degrees Fahrenheit.

A lamp stove, gas burner, an oil stove or any means of supplying the required heat.

A pair of scales graduated fine enough to insure accuracy. Such a scale is what is listed as "Silk Scales" and is capable of weighing to 100th of an ounce.

A quantity of cylinder oil with a fire test of 400 degrees or better.

Into the vessel put enough cylinder oil so that when the corn is put in there will be enough oil to cover it. Too much oil will result in loss from spilling when the oil gets hot and the test being lost. Weigh carefully the corn to be tested say about 4 ounces. Put into the oil and carefully weigh altogether. Put in the thermometer being careful not to rest it against bottom or side of vessel. Should the bulb of the thermometer touch there is danger of its breaking, and besides rendering the thermometer worthless would ruin the test. Put the whole over some convenient flame that will supply heat enough to raise the temperature

to 195 degrees Centigrade or 351 degrees Fahrenheit. Then remove vessel and let it stand until the boiling ceases and the mass to cool off. Weigh again the entire mass and the difference will be the amount of moisture driven off.

Since the weight of the corn put into the oil bath is known and the moisture driven off has been found to be the difference between the two weighings of the corn and oil before and after heating, the percentage of moisture in the corn will be obtained by dividing the moisture driven off by the initial weight of the corn. The following convenient form will show the record of the facts:

John B. Korn & Co.

Corn Land, Ill. Dec. 2, 1908.

Weather—Rain; temperature, 45°. Corn—Grade No. 4; white; time beginning of test 10:10; finish of test 10:40; duration of test 30.

	Ozs.
1. Weight of vessel.....	5.41
2. Weight of corn.....	4.45
3. Weight of oil.....	10.01
4. Weight of vessel, corn and oil.....	19.87
5. Final weight, corn, oil and vessel.....	19.01
6. (No. 4 less No. 5) moisture.....	.86
Percentage of moisture (No. 6 divided by No. 2), 19.3%.	
Bus. corn represented by test No. 5,000.	
Bus. sold to—Carrie & Co. 3,000; Dick & Smith 2,000.	
Bus. shipped to 3,000 Buffalo.	
Bus. shipped to 2,000 Boston.	
Bus. shipped to—	
Cars. No. 47313 I. C. 67132 I. C.	
40132 I. C. 29161	
23916 I. C.	

Via I. C.

Returns—Corn graded 4 Wh at Boston, Buffalo.

Growers who are planning a combination to control the cotton market will find that the greater their temporary success, the more ruinous their final undoing.

We have read the Journal's remarks and criticisms of the new Bs/L about to be issued by the railroads and we consider the points well taken and hope the Grain Dealers National Ass'n will take this matter up at the convention at St. Louis. We think the rights of the shippers were very badly taken care of when the new B/L was framed.—H. B. Low & Son, Orangeville, Pa.

A Team of Oxen.

When the great sod prairies of Indiana were first broken by the plow, hundreds of yokes of oxen were driven in front of the plowman's lash by enterprising pioneers. Herewith is illustrated not a yoke, but a team of oxen, for the yoke has been discarded and the oxen are harness-

Old and New Systems of Inspection at Chicago Compared.

The Illinois State Grain Inspection Department has issued its first statement since the installing of the new system of office inspection of grain by the Department. Heretofore all grain has been inspected at the tracks, but on Sept. 17th last a new system was installed whereby the samples were taken from the cars by the Department Samplers to the Chief Inspector's office where a more careful inspection could be made under his direct supervision. As yet the change has been made on but three roads, the C., M. & St. P., the C., B. & Q., and the Alton, but this week it is intended to include all other roads.

The total number of cars inspected by the department from Sept. 17th to Oct. 29th, inclusive, was 21,102 cars, of which 13,359 were under the old system and 7,745 under the new. The following tabulation will show the percentage of appeals and changes:

	Old system.	New system.
Total number of cars inspected.....	13,359	7,743
Number of re-inspections called.....	75	17
Re-inspections—sustained.....	21	13
Re-inspections—changed.....	54	4
Appeals to Appeals Committee.....	8	2
Inspections sustained by Appeals Committee.....	0	2
Inspections changed by Appeals Committee.....	8	0

The table shows that under the new system there has been but one-half as many calls for re-inspection, and while under the old system the grades changed on application averaged one in every 247 cars inspected, under the new system the department has had occasion to change an average of but one car in every 1,935. The new system is thus shown to be much more satisfactory and the inspection by a corps of inspectors working together under favorable conditions more uniform and correct than that attending the many unfavorable conditions of the old system.



A Bridled Ox Team Delivering Hay to John Studabaker & Son at Bluffton, Ind.



NOTES ON ANNUAL MEETING Grain Dealers National Association

St. Louis, Oct. 15, 16, 17, 1908



Now

Altogether, everybody PULL

For Uniform Rules to govern the grading of grain in every market.

It took a lot of talk to kill the two-arbitration committee idea, but it's dead!

The leaky car reports should be improved, as well as used more effectively by shippers henceforth.

Six ex-presidents at the meeting served to convince old-timers that the affairs of the organization were again winning their active interest.

The Chief Grain Inspectors Ass'n. seems to be growing in influence, as well as in members—22 inspectors attended its business session.

The Ass'n's trade rules seem to be entirely satisfactory to the trade, else the Committee would have received suggestions for changes.

The attendance was the largest of any national Meeting since Oct. 1901, when the railroads carried all shippers to Des Moines, free of charge.

Shippers desiring light on the new uniform Bill of Lading, should read the report of the resolutions submitted by the Bill of Lading Committee.

During the registration each delegate was presented with a complimentary pass to the trading floor of the Merchants Exchange by Assistant Secretary Smith.

President Reynolds kept the delegates in action every minute. At no time did the Proceedings lag enough to become uninteresting. Something was "doing" all the time.

Several members of the First Official Board of the organization, and at least two of those in attendance at the organization meeting, were proud auditors of the proceedings.

The endorsement of the sentiments expressed in the able address of President Sager, together with the address, should help to reduce the opposition to trading in grain for future delivery.

The Southern Hotel proved an ideal place to hold a convention for its spacious lobbies and large, elegant, old-fashioned parlors, gave the grain dealers plenty of room in which to move and breathe.

The President's address should be perused carefully by the "luke-warm" and the non-supporters of the organization. It will do them good and should prompt them to be more generous in their support of the Ass'n. and thereby help to promote their own business interests.

The present crop is the last which will be measured by the elastic old rubber terms of the rules governing the grading of grain in the various markets. All the indefinite phrases and words will be discarded with the beginning of the next crop if the live, progressive grain dealers of this country who believe in a square

deal, exercise their influence in support of the uniform rules and the work of the Promulgation Committee.

The Western Union Telegraph Co. posted all grain markets in the Southern Hotel lobby adjacent to the Convention Hall during the convention for the benefit of those interested in the markets. The courtesy was appreciated.

Insurance companies were represented by: L. H. Baker, Mich. Millers Ins. Co.; C. A. McCotter and J. J. Fitzgerald, Grain Dealers National Mutual Fire Insurance Co., A. R. McKinney and G. A. McKinney, Millers Ins. Ass'n. of Ill.

H. H. Hodgson exhibited an alarm candle; that is, if you wished to arise at 8 o'clock in the morning all you needed to do was to set it so it would awake you at that time. Owing to the late hours kept by the dealers the candle was very much in demand.

If J. W. Steele as chairman of the finance committee had not hustled as he did the other committees might not have had so many good things on tap for the dealers. Mr. Steele knows that it takes money to entertain as well as "make the mare go" and he got it.

"RUSH—Perishable" appeared at the bottom of a tag attached to a long narrow box which was sent to each of the visiting ladies from a floral company. Investigation revealed beautiful carnations for the recipients and Fred Mayer of J. F. Zahm & Co. as donor.

Owing to the fact that the drinking water at the fountain in the Southern's lobby ran so slowly many dealers were driven to something stronger. This was the only semblance of graft seen at the hotel by the dealers. Everything else was lovely. The river was low.

The Ass'n. did not hesitate to go on record as unwilling to countenance any dealer who would not arbitrate a trade dispute. The fact that the offender was a director of the Ass'n. made no difference. This firm stand for right will raise the organization in the estimation of the trade, everywhere.

The Committee on Crop Reports admits that the reports used to be considered a joke by the trade, while the Dept. of Agriculture merits commendation for the improvements already attained in the reports; still, they are far from that degree of reliability which we naturally expect from the Federal Government.

One of the pleasant incidents of the National Convention was witnessed by a gathering of National Hay Ass'n. workers in the room of Ex-President E. M. Wasmuth, to whom was presented, by H. S. Grimes, a silver loving cup, upon which was engraved the names of its 23 donors. The cup was given in recognition of Mr. Wasmuth's able service to the National Hay Ass'n., and an acknowledgement of

the high esteem in which he is held by the friends entertained by him at dinner during the last Cedar Point meeting of the National Hay Ass'n.

Uniform Grades in all markets will be the crowning feat of the National Ass'n. This reform alone will more than justify all the money and effort that has been expended by the trade in support of the organization.

St. Louis was a royal host. The members of the Reception Committee whose chairman was Edward M. Fleesch deserve especial commendation for the hearty handshake and words of greeting extended to arriving delegates at the Union depot, in the corridors of the hotel, or any place a grain dealer was found with a yellow button upon his lapel.

Peter Van Leunen from Decatur attended the Convention, as has been his custom for a number of years. Mr. Van Leunen's eyesight, which has been failing rapidly for some time, has entirely left him, and now he must be led around by his friends or his son Paul, who ministers to his father as a good son should. The many friends of Mr. Van Leunen deeply sympathize with him in his affliction.

Among the machinery men who talked business were: W. H. Kaiser of the Weller Mfg. Co.; E. G. Isch & Leonard Gibson, representing Johnsons Grain Dryer & Renovator; S. J. McTiernan of the Huntley Mfg. Co.; G. T. Burrell of the Burrell Engineering & Construction Co.; J. S. Coon exhibited a model of his sun drier, and J. F. Bassett told a few dealers how to get a pull with Durable marine covered transmission rope.

Any dealer interested in the slow but sure advances made by the movement for adoption of the same inspection rules in all the grain centers of this country should peruse the able paper of Chief Inspector Culver. After the Convention heard his talk, no one had a word to say in support of the multiplicity of rules and grades, and the motion that the Ass'n. declare in favor of uniform rules, was adopted without opposition.

IDENTIFICATION BUTTONS.—As each attendant registered in a book having its lines numbered consecutively, he or she was given a 54-line corn-colored button, bearing in bold black type a number corresponding to the line in the Register. These buttons were supplied with the compliments of the Grain Dealers Journal, which also printed in loose leaf form a copy of the Registry, entitled, "WHO ARE HERE," so that recipients could readily find friends and dealers they desired to meet, as well as learn exactly who was in attendance. It was a common thing to see a man get another's number and then look up the number to learn his name,—probably to confirm his suspicion that it was none other than an old-time friend. Many of these lists were mailed to home offices, as evidence of the large

attendance. The lists were printed on a rapid automatic printing press which attracted considerable attention.

Manning W. Cochrane, who was the chairman of the Theater Committee, saw that every registered dealer and his wife secured a ticket to the American Theater for a vaudeville entertainment Friday evening, Oct. 16. The parquet and balcony were filled with admirers of a very high class entertainment which was applauded generously by all. Those who were thirsty were refreshed in the theater lobby with Chamber of Commerce punch.

At the Des Moines meeting, trade rules and arbitration were the two winning features of the good work started at that meeting, and we might say that the Inspectors Ass'n. was the outgrowth of the large and interesting exhibit of grades by the inspectors of the different markets; but all of these excellent achievements, full of much value to the trade, are not to be compared to uniform grades thru-out the country, which now seem so near at hand.

Fred Mayer was shocked by a short circuit in a most surprising manner. He received a long distance call, entered the booth at the Southern Hotel, and was greeted by, "Hello! Freddie, Hello! Fred." This didn't please Mr. Mayer for he is entirely accustomed to such appellations, however he was somewhat puzzled by the feminine voice. "Are you going out of town tonight, Freddie?" the operator continued. Here the story must cease.

Are you using the new confirmation blank, recommended by the Ass'n.? The Secretary reported a few firms who had already adopted it. We will gladly publish the names of others who take similar action. If the confirmation blank is not what the trade wants, then it should be amended to conform to the ideas of the majority, but if the uniform blank is ever to be attained, a start must be made. There is no time like the present. Let us hear from you.

The Committee on Entertainment, headed by J. B. Bethune, probably was behind movements which were more appreciated than any other phase of the Convention; there were theater parties; trolley and automobile rides; private banquets; punch, with a stick in it; brewery visits and scores of other things which made the time pass quickly for those who had left their business office and homes to sojourn in the great big river town during the Convention.

There were 714 registrations during the Convention. Four hundred and seven were registrations of dealers and their wives from out of town. The terminal markets were well represented and nearly a hundred Illinois shippers attended the meeting. Ohio, Iowa and Missouri were fairly represented by country shippers and more of them took part in the discussions of the questions before the Convention than ever before. Why did so many register twice?

The Mattoon Grain Conveyor Co. exhibited a model of its Pneumatic Car Loader and Grain Cleaner in the lobby of the Southern Hotel, and many dealers learned that it is impossible for the Pneumatic Car Loader to crack grain; it will fill the largest cars to the roof without any labor on the part of the elevator operator; that it is strong, durable, automatic in action; the pneumatic tube constantly moves as the car is being loaded thus preventing the accumulation of dust in any one place in the car, and the load-

er is also a cleaner, as a cool dry current of air passes thru the grain as it is loaded into the car. Among those who pronounced the virtues of this machine were A. H. Messer, Jas. Harris and J. M. Akers.

Mr. W. E. Shelden, of Jackson, Mich., whose remarks were erroneously reported in the last number of the Journal, informs us that the essence of his statement was as follows: The New York market does not send out leaky car reports, but we get them from Baltimore; and whether we ask for them or not we get them from Toledo. Buffalo does not send out any. We notified Buffalo a short time ago that a car was leaking and that they ought to show it, and they replied that they would take the matter up with the Corn Exchange and see if it could not be corrected.

AUTOMATIC SCALE manufacturers and elevator appliances were represented as follows: The Avery Scale Co. was represented by N. C. Webster, B. P. Ordway, P. L. Johnson and E. D. Bargery. The company exhibited a 60 bus. per hour automatic scale in connection with a small elevator leg operated by a motor. The scale exhibit was splendidly arranged and attracted a great deal of attention. Fairbanks Morse & Co., represented by F. D. Quereau, had a 600 bus. automatic scale in Parlor 81, where those interested in this machine might see just how it operated and of what it is made. W. B. Fosskett represented the interests of the Richardson Scale Co. with a small machine and distributed literature telling how a Richardson scale will save the purchaser money.

To Grain Dealers Meetings.

BY A GRAIN MAN'S WIFE.

"To grain meetings you may be sure
That I'll go, too," quoth she,
For I know now the joys that lure,
And they look good to me.

Buzz-wagons wait one at the door
To make you gay on the King's Highway;
You beauties pass by the score or more,
And see the city in a day.

Or trolley cars of parlor plan,
With waiters serving all they can;
And stories told by the wittiest man,
Puts sightseeing pleasures in the van.

Then Boyd gets one all tangled up,
With pencil strings that won't undo;
Not on account of the flowing cup,
But Bert just dotes on seeing one stew.

Acquaintances to friendships grow
Till you just feel he's your Uncle Joe,
And Grandpa Grimes loves you, you know,
Each man's a friend, and none's a foe.

Fred Mayer sends you a bouquet,
And one wins smiles from Mr. McCray;
McCatter's your friend for ever and aye,
Friendship ties cement each day.

If hubby's busy or taken, you know
There's someone else who's ready to go;
Ladies ne'er lack for candy or beau,
So I to the meetings shall always go.

Hullless oats from England will be exhibited at the National Corn Exposition at Omaha.

The Cuban duty on bran and fodder has been changed from 26% ad valorem to 36c per 100 kilos, when imported from the U. S., and from 32½% ad valorem to 45c per 100 kilos when imported from other countries.

An ear of corn having 15 rows of fully developed kernels is being shown by C. E. Eiley, a corn grower whose farm is near Chillicothe, Mo. Mr. Eiley is looking up the farm papers which have been offering prizes for ears having an odd number of rows.

Souvenirs.

"Toledo For Me" was worn by the Lake Erie contingent.

Fred Mayer did not confine his donation of hair pins to the ladies.

Picker & Beardsley made a warm strike by giving away safety matches.

P. H. Schifflin & Co. distributed bright red badges bearing the name of the firm.

Political Facts and Figures was the title of a little booklet distributed by W. A. Fraser & Co.

The various committees of the Merchants Exchange wore beautiful badges of red, white and blue.

J. C. Shaffer & Co. distributed a large number of paper clips with their name and address upon them.

Chief Inspector Seth Catlin and Fred Mayer were the only real prize winners. Each captured a stick pin.

A perpetual calendar in the form of a paper weight was distributed by W. E. Shelden, representing the Stockbridge Elevator Co.

Daniel McCaffrey's Sons Co., represented by Joseph A., handed out a bushel basket of stogies. Joseph's stogies are like the widow's meal.

Bert A. Boyd put a lead pencil and string through the button hole of each grain dealers' lapel, and left them to struggle with its removal.

Fred W. Kennedy told the dealers about his car liner and asked them to sign their names to a card requesting a souvenir to be sent from his office.

Louis Muller Co. hung a number of ribbon badges of Baltimore's colors upon visitors. Attached was a framed celluloid foto of ducks, oysters and crabs.

The Grain Dealers National Mutual Fire Insurance Co. furnished programs, neatly bound, printed on deckle edged paper and covered with onyx cover stock.

"The Board of Trade of the City of Chicago" was the title of a well illustrated booklet distributed at the Convention in the interests of the Great Central Market.

At the St. Louis headquarters a very interesting souvenir was given away in the shape of liquid stick punch. Not many dealers took the gift home with them, but quite a few went to bed with it. Cigars were also on the bill of fare.

The Merchants Exchange of St. Louis gave each dealer a glass paper weight with a picture of the Exchange Building upon it, and the date of the Convention; also a large button badge upon which was engraved an ear of corn and the date of the Convention.

Corn colored postal cards were furnished by the Grain Dealers Journal and several thousand were sent home to friends, the dealers thereby writing that the Grain Dealers Journal had gotten out an extra announcing their arrival in the city; that the Mayor had handed over the keys to the city, and everything was lovely.

The Feed inspection tags of the Tennessee Department of Agriculture were the cause of an amusing incident. The tags state on their face that they are "good for" so many pounds of feed. A lady who makes a practice of saving tags and certificates out of oatmeal and other things, sent in some of the tags with the request that the feed be forwarded to her.

Suction Gas Producer Power.

BY L. P. TOLMAN.

Probably no invention has ever come into public favor in so short a time as the Suction Gas Producer. Introduced into the United States about five years ago, this system of developing power from coal and lignite has already become a commercial reality and is fast gaining approval among engineers and power users.

The early history of Producer Gas dates as far back as the year 1509, at about which time the "Fulen Heitzen" first became known, and were described by H. Brunschwyk in his book "Ars Distillandi de Compositis," or "The Art of Distilling Compounds," which was published in Strassburg, Germany.

The first plant similar to those now in use was built by Mr. Emerson Dowson, who has the distinction of introducing, in England, in 1878, the first practical Gas Producer for power. This was of the "pressure" type. A small steam boiler was necessary, as well as a large gas holder. Mr. Dowson's plants were successful and are still in regular service. Anthracite is the usual fuel.

The next substantial progressive step was taken when Dr. Ludwig Mond, in England, in 1889, developed the first successful soft coal producer. This became a standard for sizes of 250 horse power and larger but proved too elaborate and expensive for use in smaller sizes. With this plant a large gas holder is needed, also a steam boiler and an elaborate system of gas washers, purifiers, and economizers.

Then followed the invention of Herr C. Wiegand of Hanover, Germany, who in 1895 took out the first patent (No. 8804—German) on the principle of the modern Suction Gas Producer. The importance of this invention was not realized in Germany until some years later.

In France, during the same year, Benier built what is believed to be the first practical Suction Gas Producer. This was a success as soon as the necessary changes had been made in the gas engine to adapt it to the "suction" system. It is surprising in this case, as with most other great inventions now in general use, that an apparatus so simple and easily understood was not developed long before.

About five years ago American manufacturers began to take a live interest in the success of European, and especially German, Suction Gas Power Plants. American engineers visited Europe and in this way learned at first hand what was being done abroad. As early as the year 1904, it is estimated that there were over 10,000 Suction Gas Power Plants in Germany alone. They had come into general use and were found in the finest hotels, stores, factories, etc., for electric lighting and other power purposes. The actual users of the plants were enthusiastic over the results.

That Producer Gas Power is a pronounced success in the United States is evidenced by the large number of satisfactory installations already in operation on American coals. It is estimated that there are over 500 Producer Power Plants in this country, having an aggregate of 150,000 h p. Of these, about eighty-five per cent are of the "suction" type and fifteen per cent of the "pressure" type. The Suction Plants average approximately 100 h p each while Pressure Plants are usually built in sizes larger than 1000 h p.

This article deals with Suction Gas

Power Plants in single units of 200 h p, or smaller, and complete plants made up of a number of such units 1000 h p, or larger. This range of sizes covers the requirements of the great majority of power users.

COMPARATIVE WASTE WITH STEAM AND PRODUCER GAS POWER.

This idea is illustrated graphically. Fig. 1 illustrates a modern steam plant with its many complications, including compound condensing steam engine with water tube boiler. This plant converts 8% of the total energy of the fuel into useful work (In actual practice the percentage utilized is usually less.) In other words, 92% or more of the energy in the coal goes to waste as smoke up the chimney, exhaust from the engine, heat radiation, etc.

A 150 h p steam plant of this type, running at two-thirds load, 3100 hours per year, uses approximately 4½ lbs. coal per brake horse power per hour. With coal at \$2.75 per ton, the fuel alone costs \$1,918.12 per year. In addition, the cost of attendance is a large item of expense, and the boiler, especially, calls for constant attention, cleaning, and repairs.

Fig. 2 illustrates the ordinary throttling governor steam engine with tubular boiler, a type which is in very general use, especially in sizes from 15 to 200 h p.

This plant converts 5% (tho usually much less) of the total energy of the fuel into useful work. In small steam plants the total amount of energy utilized is often not over two or three per cent. In other words, 95% or more of the energy in the coal goes to waste as smoke up the chimney, exhaust from the engine, heat radiation, etc.

A 150 h p Steam Plant of this type, running at two-thirds load, 3100 hours per year, uses approximately 7 lbs. of coal per brake horse power per hour. With coal at \$2.75 per ton, the fuel alone costs \$2,983.75 per year. In addition, it requires the entire time of at least one man to operate the plant. The boiler, especially, requires constant care, cleaning and repairs, and is always a source of danger.

Fig. 3 illustrates a Suction Gas Producer Power Plant. The apparatus is simple, reliable, and amazingly economical. With this plant 18% of the total energy of the fuel is converted into useful work. (Varies according to conditions from fifteen to twenty-one and one-half per cent.) This means that a Suction Gas Producer Plant uses from one half to one-fourth as much coal for a given amount of power as a steam plant.

A 150-h p Suction Producer Plant, running two-thirds load, 3100 hours per year, uses approximately 1½ lbs. of coal per brake horse power per hour. (Tests

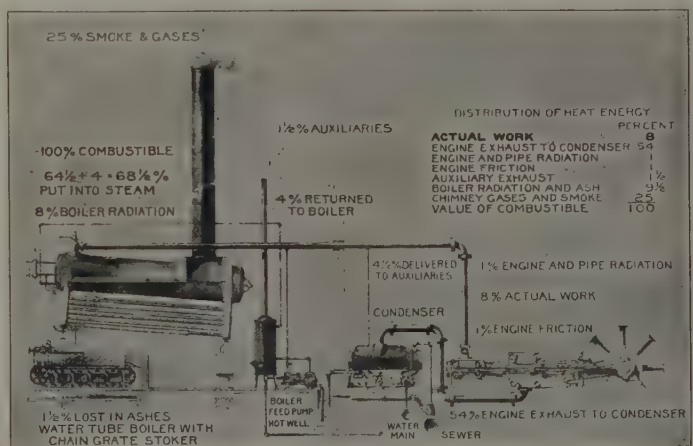


Fig. 1.—Compound Condensing Steam Plant.

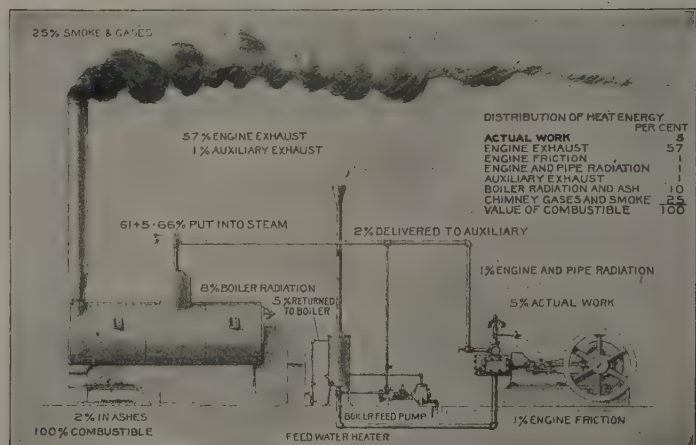


Fig. 2.—Simple Steam Engine and Tubular Boiler.

have been made showing a consumption of less than 1½ lbs. at two-thirds load and less than one lb. at full load.) With anthracite at \$5.00 per ton, the fuel alone costs \$1.162.50 per year. Furthermore, the cost of attendance can be reduced materially with a Producer Plant, as the operator can spend part of his time in other useful work.

GOVERNMENT TESTS.

Much valuable information is given in the report of the United States Geological Survey concerning the fuel testing plant at the Louisiana Purchase Exposition, St. Louis, Mo. For three years the government experts conducted a series of tests on many samples of coal from mines all over the country. Briefly, the apparatus included a non-condensing Corliss Engine Steam Plant with water tube boiler and a Pressure Type Producer with three-cylinder vertical gas engine.

From the summary of results obtained from a long series of tests, the fuel consumption in Pressure Type Producer Plant varied from 1.18 to 3.47 lbs. per brake horse power per hour, the average being approximately 1¾ lbs. The average with the Corliss Steam Plant was found to be approximately 4½ lbs., using similar fuels. With lignite, the consumption in Pressure Producer Plant was

from 1.95 to 3.47 lbs., the average of five samples actually figuring 2.60 lbs. With Corliss Steam Plant using lignite, the average consumption of "coal as fired" (not "dry coal") was approximately 7 lbs.

While most of the above tests were on bituminous coals, which cannot be used advantageously in a Suction Producer, yet the consumption of anthracite in the latter is usually less than as stated for bituminous coal in "pressure" type producer, probably due to the fact that there is less resistance to the flow of gas in the suction type. For example, tests on lignite in a Suction Producer commonly show a consumption of 2 to 2¼ lbs., whereas from the five lignite tests at St. Louis the average is 2.60 lbs. in a Pressure Producer Plant.

ADVANTAGES OF SUCTION GAS PRODUCER POWER.

We have already discussed the high thermal efficiency of the Suction Gas Producer Plant. The most important and the most practical commercial advantage is the economy effected in the cost of developing power. If there were no other advantages, this one feature would be sufficient reason for installing this system. Other advantages may be summed up briefly:

Simplicity. The producer, in which

fuel gas is generated from coal, is almost as simple as an ordinary furnace for heating purposes. The gas engine is entirely automatic in operation and needs little more than the ordinary cleaning and care as to lubrication.

Absolute safety. There is no danger from explosion or from fire. It is absolutely safe, even in the hands of men with little mechanical training, and the many plants which are in continuous operation, some of them twenty and even twenty-four hours a day, indicate that they are thoroughly reliable and will stand hard, everyday usage. Boiler insurance is unnecessary with Producer Plants and the troubles and dangers encountered with steam boilers are entirely avoided. The complete gas engine and Suction Producer Plant is almost entirely automatic in operation, very little attention being required. Ordinarily the operator only needs to spend ten to fifteen minutes about every two hours to dump a few buckets of coal into the producer and give general attention to the plant. He can spend part of his time in other useful work and an extra man as fireman is not required, even with plants from 400 to 500 horse power.

No smoke stacks and no smoke. Hundreds of thousands of dollars which are now spent annually in building smoke stacks can be saved; and what is of greater importance, the smoke nuisance can be entirely abated. The value of this feature can hardly be over-estimated, and such an ideal condition seems almost incredible to those who are not familiar with the subject.

Less coal to be handled and stored. Where the Suction Gas Producer Plant uses 1¼ or 1½ lbs. of coal, the steam plant commonly requires 4 to 6 lbs. or more. Moreover, with the Producer Plant there are fewer ashes to be handled and disposed of.

Starting. The producer will hold fire all night or even for several days; and the proper quality of gas can be generated after fifteen or twenty minutes blowing to revive the fire. The engine can easily be started on compressed air, and after getting up to speed it is then operated on Producer Gas.

Stand-over loss. The stand-over loss with Suction Producer amounts to about one-third as much as with a steam boiler. In other words, where the standover loss with a steam plant for fourteen hours amounts to 600 to 800 lbs., or more, with a Suction Producer Plant of the same horse power this loss would not exceed 200 pounds.

SUCTION GAS PRODUCERS.

Fig. 4 illustrates a sectional view of a Fairbanks-Morse Anthracite Suction Gas Producer. All of the principal features are clearly shown. Coal is admitted to the producer through a hopper at the top. This has double closure, so that fuel can be introduced without at the same time admitting air. In the process of partial combustion which takes place producer gas is generated.

The hot gas passes through a vaporizer in which a small amount of steam is formed which, with a limited amount of air, passes under the grate of the producer. In the smaller sizes, the vaporizer is at the top of the producer where it uses the waste heat from the escaping gas and where, at the same time, the water keeps the top from getting too hot. In the larger sizes the vaporizer is separate and connected to the producer by piping.

From the vaporizer, the hot gas flows through the scrubber, which is merely a

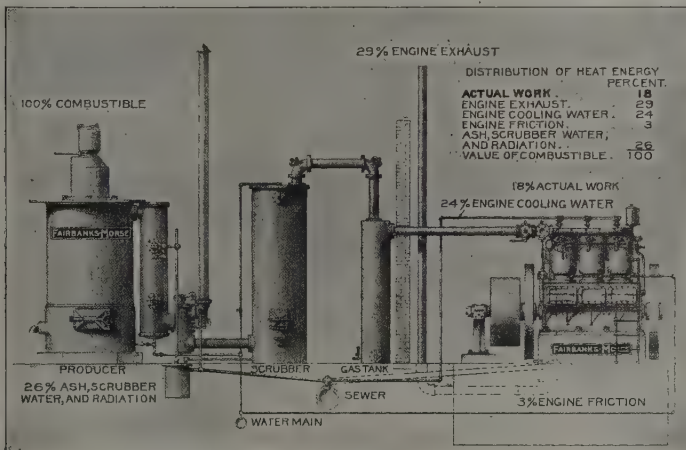


Fig. 3.—Suction Gas Producer Power Plant.

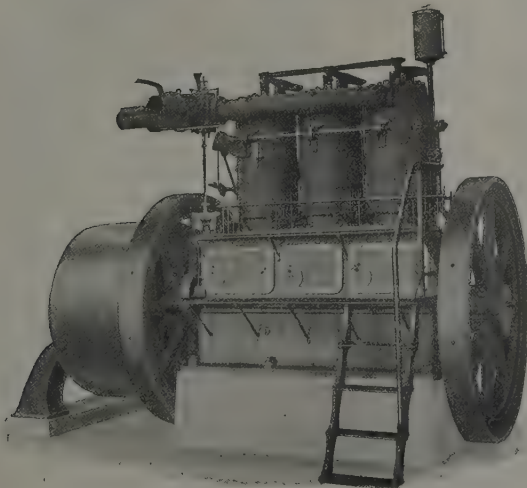


Fig. 5.—Multi-Cylinder Vertical Producer Gas Engine.

cylindrical-shaped tank filled with coke, over which a spray of water is constantly sprinkled. The large contact surface of the coke effectually cleanses the gas of dust and impurities carried over from the producer, and also acts to cool the gas, which is essential in order to prepare it for use in the engine.

With certain fuels, especially when much tar is encountered, it is also necessary to add a sawdust purifier in order to abstract the last traces of tar from the gas. While not absolutely essential, yet it is always advisable to use a gas tank between the scrubber and the engine, in which a certain amount of gas is stored in ready use for the engine. This is especially desirable where the loads are variable.

In the care of the producer, the principal attention needed is to poke the fire every few hours, according to quality of the coal, in order to break up and remove clinkers, which would otherwise interfere with the making of sufficient gas. Poke holes are provided so that every part of the fire can be reached conveniently.

Anthracite in "buckwheat" or "pea" sizes, lignite, coke and charcoal are the fuels commonly used.

PRODUCER GAS ENGINES—VERTICAL TYPE.

These engines are made in sizes of 200 horse power and smaller. By combining several units, plants of 800 to 1,000 horse power or larger have been installed. Fig. 5 illustrates a thoroly modern Engine of this type. It may be of interest to engineers to note briefly a few of the carefully developed features in the design of these engines:

The present system of ignition is a great improvement over the methods formerly used. Make-and-break igniter is so constructed that it can be adjusted to spark as early or as late as desired, when engine is running or at rest, by means of a convenient hand lever. A

single lever controls the time of ignition for all cylinders. This is a feature of much importance, especially with Producer Gas, as it permits timing the ignition to give the greatest possible power and economy with any particular grade of gas and when the engine is running. In addition, there is an independent adjustment for each igniter which is operated by drop cam.

Igniters can be removed, inspected, and cleaned, without interfering with other working parts, and they are located most conveniently. As the successful operation of a gas engine depends largely upon the igniter, the value of these features cannot be emphasized too strongly.

Both valves are mechanically operated from a single cam shaft, which is located inside the crank case. This minimizes the amount of noise, and furthermore the two-to-one reduction of gearing includes pinion which is made of alternate layers of steel and red fiber. These features insure a quiet running engine.

The simple fly-ball governor is of a most carefully designed pattern. This operates a balanced disk valve which is so constructed that there is no frictional contact or surface to become fouled by any impurities in the gas. This is especially important with engines operating on Producer Gas. The governor insures very close regulation, adapting the engine for electric lighting and other service requiring uniform movement.

Lubrication is effected by means of a single elevated oil reservoir, which is provided with separate brass pipe with individual sight feed for each bearing. This is a most effective system of engine lubrication and has been adopted as the best to be had. The drip from the different bearings, collects in the base of the engine, which is drained by means of a small pump. The oil is run through a filter and is then used over again.

Each engine is fitted with a hand-operated speed regulator, by means of

which speed can be reduced when engine is running.

One cylinder of each engine is fitted with automatic compressed air starting gear. This can be thrown into or out of action by the movement of a single lever, and the engine is started automatically on compressed air.

Imports and Exports of Hay.

Imports of hay for the eight months prior to Sept. 1 have been 2,414 tons, against 40,075 tons for the corresponding period of 1907.

Exports of hay for the eight months prior to Sept. 1 have been 50,358 tons, against 47,196 tons for the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Beans.

Imports of beans and dried peas for the eight months prior to Sept. 1 have been 1,830,523 bus., against 187,095 bus. for the corresponding period of 1907.

Exports of beans and dried peas for the eight months prior to Sept. 1 have been 156,146 bus. of domestic and 12,730 bus. of foreign origin, against 278,800 bus. of domestic and 20,731 bus. of foreign origin for the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice for the 8 months prior to Sept. 1 have been 156,695,923 lbs., against 150,556,797 lbs. for the corresponding period of 1907. Exports of rice, rice meal and broken rice for the 8 months prior to Sept. 1 have been 11,677,450 lbs. of domestic and 5,657,000 of foreign origin, against 18,146,000 lbs. of domestic and 6,170,097 of foreign origin for the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

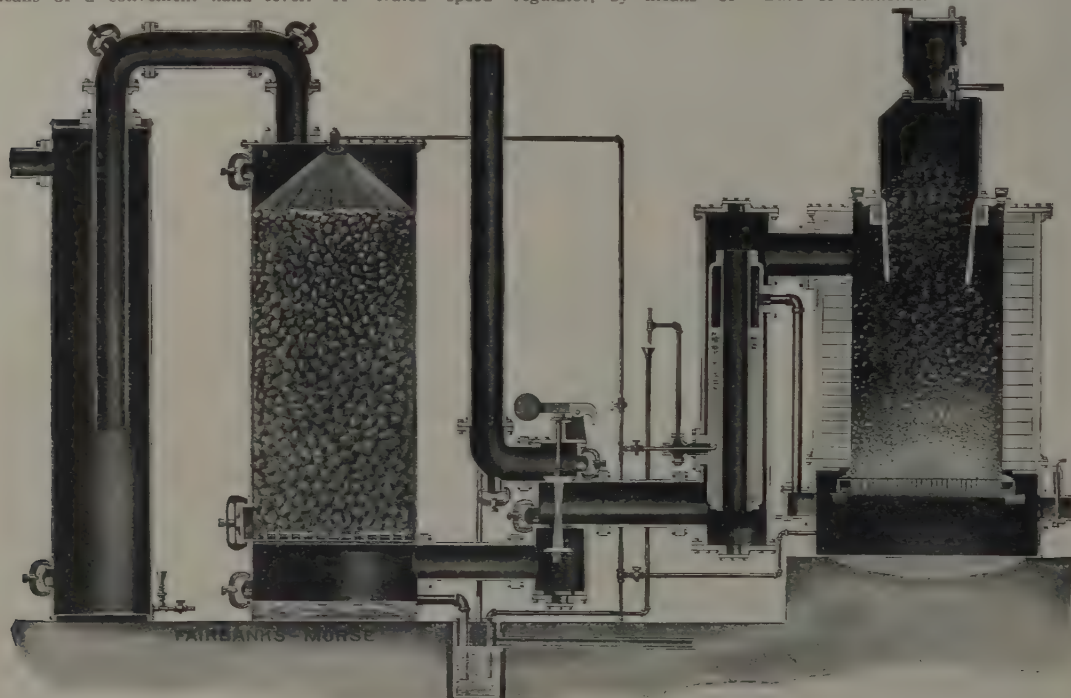


Fig. 4.—Sectional View of Suction Gas Producer.

Weight Tickets for Farmers.

BY JAMES PEARSON.

I have met several buyers who did not use weight tickets. If a driver asked for the weights, he would of course be accommodated by being given the bare weights on a piece of paper of any sort. This method is not practical in the full sense of the word. Did it ever occur to you that your books might be destroyed some time and you would have a few loads out in the country to pay for, loads delivered and not paid for? If there was not any tickets out, how are you going to get at the correct amount in the settlement?

Some one will say, "Our customers do not care for them." They don't always take them or pay any attention to them."

This depends on just how you have treated your patrons, in regard to tickets. Give every driver a ticket, and educate all to the fact that in case of dispute or loss of your books those tickets would be valuable. You will soon see how they will catch on. You would not think of depositing \$40 or \$50 in the bank without taking something to show for it, a deposit slip, or an entry in your bank book. Then why should farmers deposit a load of grain with you without taking something to show for it? I object to using mere slips of odd and end paper, as they are, too easily duplicated or mixed.

One time I had a farmer bring me 16 loads of wheat, I was a stranger there, and the man before me had not been giving tickets, but I commenced giving slips of paper in want of better forms. I did not get out a ticket for every load to this farmers haulers because some fellows would drive off in a hurry. Well when the wheat was all in, the next day he came in for settlement and I counted up his 16 loads. Why he said he thot he had 17 loads and that is what the threshers said there was. If every hauler had been given a ticket, it would have been easy to demand the tickets. However, the farmer gathered up some of the tickets that were out and brought them in, and showed me one that was not on the book. He felt sure he had a load coming, I looked over the list and soon found the weights of the load that this odd ticket belonged to on another mans page of two days before. The haulers got the tickets mixed or else tried to run in this other one on a new fellow.

With odd slips of paper there is too much chance of error. Well, the way I got out on this case was to write a personal letter to each hauler asking him how many loads he hauled for this farmer on a certain day. They all replied honestly and it showed up just 16 loads all right, but suppose one hauler had answered wrong, or had been in the deal to do us for a load of 85c wheat, where would we have been at? We would have had to pay for the load not received or had a bushel of trouble, all because we did not supply every hauler with a ticket. At one station I operated, there had been a blank ticket used. It was to the effect that

Mr. So and so delivered a load of
..... weighing Gross Tare
Net Bu. price Amt.
date

As a general rule those tickets are all right, but in this place there was about a dozen farmers by the same family name, and each family had "little John," "big Jim," and a lot more. It was a task to keep each fellows grain separate. They lived all in one neighborhood and helped each other haul from the sheller or

threshing machine as the case might be. I soon saw after going there what was before us, the common tickets left a loop hole for them to mix the tickets and confuse a fellow in the settlement of grain. We do not settle by tickets, but use them to unravel mixtures. But suppose half a dozen of those fellows hauled in lots of corn before settling for any. One would come in and settle without his tickets all right, then another would come in the next day and claim a load more than I had down and produce a ticket which was out to cover corn of the first fellow (same name) and declare he owned that load, and that I had not put it down. A lot of real hard thinking induced me to get a ticket out for that place which filled the bill tip top and at the same time is O. K. anywhere. It is reproduced herewith.

James Pearson.

Reproduced herewith is the likeness of James Pearson, agent for the Omaha Elevator Co., at Raymond, Nebr. Several times during last few years we have had practical articles from Mr. Pearson. He is 35 years old, and has been an active country buyer for several years, first being agent for Central Granaries Co., at their Germantown, Nebr., elevator, until it sold it to the Foster Grain Co., who retained him as its agent for about 2 years, at which time the elevator was sold to a private party and Mr. Pearson went to Oxford, Nebr., for H. O. Barber & Sons, when that elevator was sold he was given the 100,000 bu. house at Denton, Nebr., which he run until last summer when his health gave out and he laid off for 2 months. Recently he took

DUPLICATE WEIGHT

NOT PAYABLE

Denton, Neb. 190

Load of

From

To H. O. BARBER & SONS

Load No. Lbs. Gross

Page Lbs. Tare

Page Lbs. Net

JAMES PEARSON, Agt. Bushels

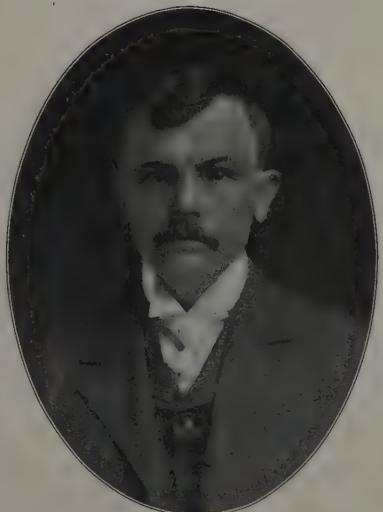
Weighed by

You see there is a space for page and number of load. I put down every load of each mans grain in rotation numbering each load at the left of the page. Each man had a page on our weight book, if he had any amount to speak of. The pages were numbered. If John Jones hauled in 15 loads of corn to-day his weights were put down on page 31 and a ticket given for each load numbered from one to 15 right along, each also marked page 31. Possibly another Jones hauled in 20 loads then his was on page 32 numbered the same. If the first Jones comes in and claims 16 loads, we demand the tickets (only when in dispute). If he produces 16 tickets we compare them to the weights on the book and find one numbered 7 page 32, which solves the whole trouble. We have put one of his loads on the other Mr. Jones page. It is as easily found, as the records in a court house. It is practically impossible for a loss in this way. It is a business way. Tickets have prevented many a controversy and much hard feeling. Sometimes this extra load business is sprung as a steal and other times it is done because the seller thinks he is right, but the tickets will unravel the whole trouble and farmers will be satisfied. Tickets cost little.

Where line elevators issue tickets for use at their stations they can be made much like the above, except the town name and the agents name left off, and then the agent could have a small rubber stamp made with his name and town on it, to put on the corner or some convenient place. Use weight tickets, insist on the drivers taking them and you will not regret it. May be you are rather busy some days, but those days are just the time you are the most liable to mix accounts, or some one try to get you mixed.

a small station for the Omaha Elevator Co., in hope of regaining his health.

Every one of his employers give him a hearty recommend. He is author of "Marketing Grain" which he published a year ago. It was received very favorably and afterwards was bot by the Updike Grain Co., of Omaha. He is a practical elevator man and puts in practice his theories. He is also author of "How to Grow Pedigree Corn" published by Parlin & Orendorff Co. of Canton, Ill. Also, "Cv's First Order," an anti-mail order booklet for merchants.



James Pearson, Raymond, Neb.

Grain Trade News

ARKANSAS.

De Witt, Ark.—The Arkansas Rice Mill & Development Co. incorporated; capital stock, \$100,000; incorporators: R. P. Duncan, E. B. Gibson, C. P. Bell, C. T. Frick and J. W. Allen.

Little Rock, Ark.—Fire was discovered at 10:30 p. m. Oct. 26, in the building occupied by the Overstreet Grain Co., which resulted in a loss to the company of \$5,000, with \$3,000 insurance. The company will continue business in the warehouse near the Rock Island tracks.

CANADA.

Wilkie, Sask.—The Winnipeg Eltr. Co. has erected an eltr.

Winnipeg, Man.—The Central Grain Co. Ltd., incorporated.

Brawardine, Man.—F. H. Steel has started a mill and eltr.

Grassy Lake, Alta.—The Medicine Hat Eltr. Co. has completed an eltr.

Pense, Sask.—Conger & Co. have completed a 40,000-bu. eltr.

Perdue, Sask.—The North Star Eltr. Co. has completed its eltr.

Port Arthur, Ont.—The Port Arthur Eltr. Co. will double its capacity.

Eyebrow, Sask.—M. Barker has erected eltrs. at this place and Marquis.

Gretna, Man.—The Farmers Union Eltr. Co. is disposing of its assets.

Guernsey, Sask.—The Western Eltr. Co.'s new eltr. has been completed.

McIntosh, Man.—An eltr. has been completed by the Northern Eltr. Co.

Canora, Sask.—A 25,000-bu. eltr. has been erected by the Canora Eltr. Co.

Sedgwick, Sask.—The eltr. of the Alberta Pacific Co. is about completed.

Asquith, Sask.—R. J. Sund has engaged in the grain and livery business.

Estevan, Sask.—A 25,000-bu. eltr. has been completed by the Matheson Eltr. Co.

Tabor, Man.—The Taylor Milling & Eltr. Co. has completed a 30,000-bu. eltr.

Yorkton, Sask.—Bull & Snell Co. Ltd. has succeeded Bull & Meridith, eltr. proprietors.

Tiffin, Ont.—The large new eltr. of the Grand Trunk Pacific has been placed in operation.

Didsbury, Alta.—C. Hiebert & Co., grain and lumber dealers, have sold their lumber business.

Fort William, Ont.—Muirhead & Black have sold their eltr. at Fort William to J. L. Davidson for \$50,000.—C.

Winnipeg, Man.—William Stead, one of the most esteemed members of the Grain exchange, died Oct. 24.—Campbell & Wilson.

Fort William, Ont.—The reconstruction of Eltr. D. for the Canadian Pacific Ry. has been completed by the Barnett & Record Co.

Fort William, Ont.—The press report that the contract had been closed for the erection of the first unit of the 10,000,000 bus. of storage for the Grand Trunk Pacific Ry. was erroneous. It is said the

builders refused to accept the indefinite terms that the railroad company sought to impose.

Winnipeg, Man.—Chas. W. Bready, of the J. C. Graham Co., Winnipeg, has been appointed travelling superintendent for the Canadian El. Co. of Saskatoon.—C.

Winnipeg, Man.—The State Eltr. Co. has built a line of eltrs. along the Moose Jaw Lacombe extension of the C. P. R.; also eltrs. at Allan, Bradwell and Kinley on the Grand Trunk Pacific line.—C.

Winnipeg, Man.—Former Bailey Macdonald, Bailey Stewart and George Fisher, representatives of the Scottish Co-operative Society, have let contracts for the erection of six eltrs. along the Grand Trunk Pacific R. R., within the province of Manitoba. They expect to erect other eltrs. further west next year.

Port Arthur, Ont.—An eltr. with a capacity of 1,500,000 bu. will be built at a cost of \$500,000, by the Thunder Bay Eltr. Co., the principals being members of the Canadian Eltr. Co., W. McWilliams, C. B. Piper and N. Bowle, of Winnipeg. The city of Port Arthur granted 20 years exemption from taxation and work starts this month, to be finished in one year. Last week the Port Arthur Eltr. Co. made the head of the lakes' record. In eight hours 130 cars of wheat were unloaded, weighed and placed in the storage bins. Last week 1,100,000 bu. were shipped and 1,300,000 bu. received. The Barnett & Record Co. has started work on doubling the King Eltr. plant at Port Arthur. The present tanks show no sign of fault, but the capacity is far below requirements.—C.

Winnipeg, Man.—One of the recommendations made by the Grain Standards Board at its recent meeting was "We would earnestly request the various eltrs. to arrange among themselves at the earliest date possible, by means of a clearing house system, so the boats can get their full loads at the one eltr. instead of, as is now frequently the case, having to go to several eltrs. before they can complete their loads, thus causing great loss of time and consequently heavier freight charges, all of which in the end reduces the value of the grain to the producer." The board has decided to clean the coarser grains at Fort William, something that heretofore has not been done. Dockage will now be given on number 3 extra and number 3 barley. The standards for numbers 4, 5 and 6 wheat have been formed.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,600.

During October 52 new members have joined the Board of Trade Mutual Benefit Ass'n.

L. J. Schwabacher & Co. have engaged in the grain and stock brokerage business with offices in the Postal Telegraph bldg.

W. Scott Cowan, Chief Grain Inspector for Illinois, is moving his household goods to Chicago where he will make his home hereafter.

Harney Bros. Hay Co. incorporated to

do a commission business; capital stock, \$5,000; incorporators: Paul Larmar, H. J. Kearns, J. M. Dresser.

The word "new" has been dropped from the designation of the grades of wheat and barley since Nov. 1, by the grain inspection department.

G. O. Matthews, a commission broker with offices at 261 LaSalle street, committed suicide Nov. 2. He leaves a wife and six children in Chelsea, Mass., a suburb of Boston.

To determine the right of Board of Trade firms to recover on the assets of the defunct firm of A. O. Brown & Co. a test case has been started with Ware & Leland as a party.

Judge Kohlsaat has restrained the Illinois Railroad and Warehouse Commission from putting its new schedule of switching rates into effect, and a hearing will be held Nov. 17.

The Corn Product Refining Co.'s first large order for Scale equipment for the new and extensive plant at Argo, Ill., will be furnished by the Standard Scale & Supply Co. The scales are of 160,000 pounds capacity and down to 25,000 pounds. This scale equipment will be about the largest any one company will possess thruout the United States. All of these scales will be fitted with Reed Recording Beams.

Atchison, Topeka & Santa Fe Ry. tariff No. 9326-A, effective July 25, 1908, naming thru rates on wheat and corn from Kansas City, St. Joseph, Mo., Argentine, Atchison and Leavenworth, Kan., to such points in Indiana and Ohio, via Chicago, necessary to equal the combination of rates through East St. Louis, Ill., will be cancelled on Dec. 7, 1908.—W. M. Hopkins, Mgr. Transportation Department, Board of Trade.

An amendment to the rule of the Board of Trade adding the following paragraph to Rule 22 was defeated Nov. 5 by a vote of 492 to 105. "The Board of Directors shall have power to make such regulations governing the operation of such Clearing House as they may deem necessary, and all applications on the part of members, firms or corporations for clearing privileges shall be subject to the approval of the Board of Directors."

By a vote of 407 to 188 the members of the Board of Trade on Nov. 5 defeated the following amendment to the rules: "For forwarding grain whether received on regular deliveries under the rules of this ass'n and left in the hands of the commission merchant, or for forwarding grain represented by warehouse receipts, or other evidence of ownership furnished by the customer; also, in the case of grain being re-consigned to outside points while in transit or after arrival — 1/2 cent per bu."

A receiver who is pleased with the working of the new system of office inspection of grain makes a comparison of the service on a road having the new system in force and one to which it has not yet been applied. Taking two cars of corn having practically the same percentage of moisture, the one on the Alton road under the new system was raised from No. 4 to No. 3 on reinspection the same day, while the car of No. 4 on the Santa Fe not under the new system was sold on the market on that grade, the consignees fearing unfavorable changes in the market and weather conditions pending a reinspection, which under the old system can be had only after delivery of the car to a special track. A

test of the Alton car showed the moisture low enough for No. 3, hence the application for reinspection, which was done upon the sample kept at the central office under the new system.

Application for membership to the Board of Trade has been made by Samuel Beaumont, Frank W. Stevenson, Geo. S. Miller, Frank C. Ballard, Lemuel B. Patterson, Walter E. Rich, Hayden W. Ward, Oliver W. Patterson. Application for transfer of membership has been made by Daniel Morrison, Phillip A. Sunderland, John Dwyer, Arthur Meeker, James Hayden, Albert N. Wood, Edwin A. Allen. The memberships of James M. Wanzer and Herman Borchardt have been posted for withdrawal. The directors recently admitted the following to membership: Henry B. Slaughter, John A. O'Reilly and Harry D. Richeson.

COLORADO.

Denver, Colo.—The Colorado Grain & Seed Growers Ass'n will hold its annual convention at this city Jan. 28.

IDAHO.

Midvale, Ida.—The people contemplate erecting an eltr.

Picabo, Ida.—We shall build an eltr. at this point, which is on the Wood River branch of the O. S. L. The capacity and equipment are not definitely decided on.—Kilpatrick Bros. Co.

Nez Perce, Ida.—The Nez Perce Tramway is expected to pass out of existence next year, the completion of the railroad drawing the grain to Vollmer, Greer and Nez Perce. This fall 100,000 sacks of grain have been delivered to the tramway, while ordinarily the delivery for a season would reach 800,000 sacks. Grain is carried by the tramway in buckets running over a steel wire cable 5 miles long.

ILLINOIS.

Eldorado, Ill.—Crozier & Hardy's grain eltr. was destroyed by fire Oct. 28.

Ivesdale, Ill.—The Farmers Eltr. Co. is adding a grain office to its plant.

Odell, Ill.—Mrs. C. A. Vincent, wife of C. A. Vincent, of this place, died recently.

Chapin, Ill.—The Farmers Eltr. Co. capital stock increased from \$5,000 to \$10,000.

Fremont, Ill.—I have put in a No. 2 combined Western Sheller & Cleaner.—J. E. Kennel.

Kincaid sta., Taylorville p. o., Ill.—Tony Larkin, of Taylorville, has been placed in charge of Twist Bros' eltr.

Arcola, Ill.—The Arcola Grain, Coal & Telephone Co. has increased its capital stock from \$8,000 to \$11,000.

St. David, Ill.—Reports are that Bert Williamson, George Parkins, and J. P. Culver will erect a grain eltr.

Baker, Ill.—Sanderson & Farley, of Lealand, Ill., have leased the ground and are taking bids for the erection of an eltr.

Henkel sta., Mendota p. o., Ill.—The Henkel Grain Co. is making improvements in its eltr. to the amount of \$1,500.

Windsor, Ill.—The Windsor Grain Co.'s eltr., which was completed less than a month ago, was burned Nov. 4. Loss, \$8,000.

Arcola, Ill.—The Farmers Eltr. Co. has completed a number of improvements, in-

cluding the dump, which has been repaired.

Panola, Ill.—The Rogers Grain Co., of Chicago, has bot the Slenker Eltr. which has been leased for some time by Leo Raymond.

Norris, Ill.—The Farmers Eltr. Co., incorporated; capital stock, \$5,000; incorporators, Robert Worrell, C. R. Lowe, J. A. Neville.

Yorkville, Ill.—The Yorkville Farmers Eltr. Co., which was recently incorporated, has obtained an option on a site for a new eltr.

Cooksville, Ill.—The Farmers Eltr. was badly damaged recently by the bursting of one of the bins, causing a loss on about 2,000 bu. of grain that ran out.

Wapella, Ill.—James T. Jordan, who is engaged in the grain business at this place, was married to Miss Elizabeth T. Murphy, of Ottawa, Ill., Wednesday, Oct. 28.

Champaign, Ill.—I have assumed the management of the Champaign Cereal Mills & Eltr. and will buy and ship grain on my own account.—E. E. Derrough, mgr.

St. Clair Township, Morgan Co., Ill.—The Strawn Crossing Eltr. Co. incorporated, capital stock, \$8,000; incorporators, A. C. Foster, W. C. Bealmear and W. M. Cleary.

Crete, Ill.—William Seggebruch's eltr. has been raised three feet and concrete walls are being built to prevent any danger from floods which are apt to follow after a heavy rain.

Springfield, Ill.—The report that there was such a firm as Ulrich & Vredenburg is an error. Mr. Vredenburg is a cousin and we have offices together.—E. R. Ulrich & Sons.

Monticello, Ill.—The Lowe Grist Mill & Eltr. has been reopened by James Lowe, who will deal in grain, feed and flour. Mr. Lowe contemplates opening a feed mill at Buffalo soon.

Fancy Prairie, Ill.—I have severed my connection with the Fancy Prairie Grain & Coal Co., which took effect Oct. 10. I think the Grain Dealers Journal one of the best. There is everything you want to know published in the Journal.—S. C. Shaw, former mgr.

Cooksville, Ill.—The Cooksville Grain Co. organized in 1905 filed its papers Oct. 30. The company is dealing in grain merchandise and has a capital stock of \$10,000. The incorporators were John Hopt, N. L. Elbert, C. E. Wonderlin, Geo. Westmiller and Joe Arnold.

Stonington, Ill.—The Stonington Farmers Grain Co. has bot the National Eltr. Co.'s eltr. for \$12,000. C. T. Moore, who has been manager since its organization, will continue in the same capacity. The capital stock of the company will be increased from \$12,000 to \$25,000.

Springfield, Ill.—All arrangements are practically completed for the great corn show of the Illinois State Corn Exposition to be held Nov. 23-28. A copy of the complete premium list may be obtained of Chas. F. Mills, sec'y, Springfield. The preliminary program includes addresses by Governor Deneen, Hon. Jas. Wilson, sec'y U. S. Dept. of Agri.; Professors Davenport and Hopkins; on "Marketing Corn" by S. W. Strong, sec'y, Illinois Grain Dealers Ass'n, on "Corn Products" by Dr. T. B. Wagner, director of the Corn Products Co.

Lanesville, Ill.—R. A. King, aged 60, who sold his interest in a grain firm at

Pure Owl Brand Cottonseed Meal
41 per cent Protein Guaranteed
Analysis Registered
Richest Cattle Food yet known.
Write for our booklet and prices.
F.W. Brode & Co., Memphis, Tenn.
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SEND FOR FREE SAMPLE



The best bar dressing made.
Increases Power
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IDEAL BOILER COMPOUND.

A vegetable compound of superior quality that will clean your boilers of incrustation at a minimum cost, and is perfectly harmless to boiler or connections.

IDEAL BOILER COMPOUND COMPANY,

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Nineteenth and Grove Sts.

CHICAGO

Y means **YOU**
O means **Orders**
U means **US**
N means **Now**
G means **Grain**

There is a connection. The whole means **YOUNG & CO.** who want your business
CHICAGO, ILL.

THE MINNEAPOLIS STEEL AND MACHINERY CO.

Builds the best fire-proof construction elevator because:

It costs less.

Can be built quicker and at all seasons of the year.

It keeps the grain absolutely free from moisture.

There is no danger of cracked walls or from settling foundations.

In case it is desired to move the elevator there is at least 50% salvage.

MINNEAPOLIS, MINN.

Buffalo and Lanesville, Ill., last spring, has been held by the Chicago police who are endeavoring to solve the mystery of the shooting of a beautiful blonde young woman of 20 years, for whom he had called a physician to the room occupied by them at a hotel. After the bullet was extracted the woman, Mrs. Oletta Waldrige of Springfield, recovered apparently, and has disappeared. Mr. King has since been taken to Springfield to answer the charge of having obtained \$500 from James McCully by selling several lots that he had already conditionally transferred to another person.

Clinton, Ill.—Saturday Herrick & Herrick filed in the Circuit clerk's office suits for Robert and John Leslie and John Kemp against the Barlett, Frazier & Carington Grain company for damages to the amount of \$5,000 each. It is claimed by the plaintiffs that H. W. Riley, the company's agent at Champaign, sold the grain which they had stored there and took French leave with the money, and then the company refused to be responsible for the amount. The case will be heard at the November term of the Circuit court.—*Clinton Journal*.

INDIANA

Talbott, Ind.—Cloak & Vant have sold their site to Kelley & Betts and will not rebuild.

Uniondale, Ind.—The eltr. belonging to C. F. Davis, of Bluffton, burned Oct. 28. Loss on building, \$2,500.

Roanoke, Ind.—E. M. Wasmuth has been elected to the state legislature to represent Huntington County.

Winamac, Ind.—Starr Bros. have bot thru the U. S. Brokerage Co. the eltr. of the Brafford Milling & Grain Co.

Franklin, Ind.—We are having plans made for a 70,000-bu. addition to our eltr., and will let contract in 10 days.—Wm. Suckow, miller.

Goodland, Ind.—A. E. Hartley, his traveling representative, has written an ode dedicated to Sam Finney, entitled "The Man I Represent."

Salem, Ind.—Our grain eltr. burned Sept. 25. We will rebuild in the spring and will have to purchase all new machinery.—Salem Milling Co.

New Lebanon, Ind.—The New Lebanon eltr. is being rebuilt and equipped with a new line of machinery for the Sullivan Mill & Eltr. Co. by A. H. Richner.

Manilla, Ind.—In preventing the spread of fire from a building near by the eltr. of the M. C. Burt Grain Co., of Morris-town, was damaged by water. Loss on grain and building about \$100.

Vincennes, Ind.—The eltr. of Bartlett, Kuhn & Co., reported burned, was situated at this place and not at Terre Haute. The damaged wheat is being shipped to a distillery at Louisville, Ky.

Huntington, Ind.—We have sold our eltr. at Mardenis Sta., also our interests here to Weber & Purviance. We think they intend to rebuild at once, but contract has not yet been let.—Schulenberg Bros.

Indianapolis, Ind.—The Cleveland Grain Co. during October handled 1,060 cars of oats at the eltr. on the Big Four at Beech Grove. The total grain handled during the month was the largest since the eltr. was built.

Hammond, Ind.—The reconstruction of three 84,000 pound hopper scales at The Alliance Eltr. has been completed.

All these scales are equipped with Reed Recording Beams. These beams are manufactured by the Standard Scale & Supply Co. which rebuilt the scale.

Indianapolis, Ind.—John L. Green, of John L. Green & Co., having refused to abide by the rules of the Indianapolis Board of Trade, which require that trade differences be submitted to arbitration, has been expelled, the directors having decided by resolution that his refusal to arbitrate served to forfeit his membership. Few organizations in the trade now are willing to tolerate members who refuse to arbitrate trade differences, or to abide by the decisions of arbitration committees.

Indianapolis, Ind.—With regard to the paragraf in this column Oct. 10, erroneously stating that J. G. Hermann & Co., are scoop shoveling and contracting corn and oats direct from farmers, the firm writes: "We have never bot, nor have we ever scooped any corn at these stations. We have not contracted for any grain of any kind to be shipped from the points mentioned. We have never bot any grain, we have never contracted any grain and have never shipped any grain from any of the points referred to. Lee, McCosburg, Della and Pleasant Grove."

IOWA

Yarmouth, Ia.—A. C. Kline died Oct. 25, aged 70 years.

Akron, Ia.—The Akron Milling Co. will erect a 20,000-bu. eltr.

Rembrandt, Ia.—D. W. Thomas will take charge of the Farmers Eltr.

Jewell, Ia.—The Pfund Lumber Co. has purchased a Hall Signaling Grain Distributor.

Sioux City, Ia.—Sioux City is receiving from 25 to 60 cars of grain daily.—M. King.

Paullina, Ia.—Paullina Farmers Grain & Supply Co. incorporated; capital stock, \$30,000.

Reeves Sta., Hampton p. o., Ia.—The Diamond Grain Co. of Des Moines is erecting an eltr.

Davenport, Ia.—We will not take up the question of rebuilding our burned eltr. until next spring.—D. Rothschild Grain Co.

Farlin, Ia.—The Farmers Eltr. Co. incorporated. M. T. Condon, pres.; vice pres., A. F. Knapper; secy, E. A. Carnes; treas., T. C. Williams.

McCallsburg, Ia.—H. C. Hanson will move the eltr. which he purchased of the Cook Bros. Grain Co. into the country, where he will convert it into a barn.

Altoona, Ia.—Clark Pearson has succeeded Ralph Madigan in the grain business and took possession Nov. 1. The eltr. was formerly owned by the T. E. Haines Co.—W. S. Ogden.

Hastings, Ia.—I have sold out to Turner Bros. of Cumberland. Thos. Purdy, of Cumberland, will be mgr. I expect to engage in the grain business again as soon as I can secure a good point.—W. B. Caven.

Marshalltown, Ia.—Swisher & Co. have purchased the eltr. of the Cook Bros. Grain Co. Cook Bros. will retain their line of eltrs. along the Story City branch of the Iowa Central.

Onawa, Ia.—The Farmers Eltr. Co. incorporated; capital stock \$10,000; H. E. Evans, pres., John R. Murphy, vice pres., C. L. Richards, treas., A. W. Mann, secy. No contract for buildings has yet been

entered into, and it is most likely the company will build rather than buy.

Whittemore, Ia.—I am not in the grain business at present. My successor as agt. of the Scott, Logan Milling Co. at Whittemore, Ia., is Wm. Lancaster. I must say that your Journal is a good one and would not be without it if I were in the grain business.—O. R. Wernli, Freeport, Ill.

Pekin, Ia.—George Ackerman and J. M. Downey, both of Sigourney, Ia., have purchased the Walter Harrison eltr. on the C. B. & Q. R. R., all business being conducted under the name of J. M. Downey. H. A. Bills, who has had much experience in the grain and lumber business, is agent.

Badger, Ia.—The eltrs. formerly operated by the Minnesota & Iowa Eltr. Co. in this state are now operated by the Reliance Eltr. Co. at the several stations: Badger, Ogden, Lena, Royal, Slifer, Dows, Britt, Otho, Moorland, Dana, MacLay, Clarion, Stilson, Pilot Mound, Callender, Moneta, Somers, Galt.—O. M. Myers, Minneapolis, Minn.

Runnells, Ia.—H. M. Tysseling, recently of Leighton, has purchased a half interest in the R. W. Taylor & Co. The company will now do business under the name of the R. W. Taylor Co. Mr. Tysseling is secy. and treas. of the company and began his duties Oct. 10. The company has eltrs. at Percy, Cordova and Beacon and scales at Adelphi, Clarkson, Levy, Fifield, Haavey, Leighton, Olivet, What Cheer, Evans, Martinsburg and Benton City, Mo.

Cedar Rapids, Ia.—The cleaning and transfer eltr. of the Clinton Grain Co. is completed and in operation. The grain from the company's stations will be handled through this eltr., as well as grain bought from other dealers. The house has storage capacity of 75,000 bus., but large handling capacity and is well equipped with machinery. A. L. Langill, of Cedar Rapids, superintended the construction, to the company's entire satisfaction.

Ames, Ia.—Having been nominated at the last primary for county treasurer I have severed my business relations with the B. A. Lockwood Grain Co., to take effect Nov. 10. After a very successful service with this firm for 21 years' continuous business at this point, Ames, I feel like leaving home to go into other business. I am fully satisfied that the Grain Dealers Journal is filling a long felt want. One thing I don't understand is why these line elevator companies do not furnish the Journal to their local agents. During my term as a subscriber I paid for the Journal out of my own pocket for their best interest to the business. If I return to the grain business it will be for my own account.—Frank N. Fowler.

KANSAS

Gretna, Kan.—Gilman Carle has purchased the State Eltr.

Nickerson, Kan.—L. D. Dresbach is installing a 25-h. p. Witte Engine in his eltr.

Tescott, Kan.—The Tescott Grain & Lumber Co. has bot a Richardson Eltr. Scale.

Abilene, Kan.—The eltr. of Walters & Hoyt burned Oct. 28. Loss \$8,000; insurance \$6,000.

Crishfield, Kan.—Bourne & Vance are successors to W. J. Wilson in the grain business.—A. S. Vance.

Concordia, Kan.—The Concordia Mill-

ing Co. has installed a 1,000 bu. per hr. Richardson Eltr. Scale.

Kackley, Kan.—A. E. Fulcomer, of Belleville, Kan., has installed a Richardson Eltr. Scale in his eltr. here.

Leavenworth, Kan.—An eltr. is being erected by Ashby Bros., which will cost \$1,000. Mr. Ashby expects to have it completed by spring.

Campus, Kan.—The Hoffman Eltr. Co. of Enterprise, is building a 26,000 bu. eltr. here. The company has also bot the eltrs. of Gilchrist & Son, of Seguin, and the A. J. Poor Grain Co. at Penokee, Kan.

Marysville, Kan.—P. D. Perl has bot the eltr. property and corn cribs of the Midland Eltr. Co., of Kansas City, for \$6,275, taking possession Nov. 1. The Midland Eltr. Co. is buying eltrs. nearer headquarters and disposing of those farther away. R. Jark will be in charge.

Seneca, Kan.—Wm. Hossack, who was recently engaged in the grain and coal business here, has succeeded H. L. Kuncze as mgr. of the Hiawatha Milling Co., Hiawatha, Kan. Mr. Hossack is well known to the grain trade and has had experience in the milling business, having been mgr. of the mill at Altus, Okla.

Robinson, Kan.—We have bot the Bradall eltr. and are making a new eltr. out of it; capacity 40,000 bus. We will be ready to receive new corn. We have bot and are operating eltrs. of the Parker Grain Co. at Florence, Galva, Conway, Windom, Little River and Mitchell on the Santa Fe.—Hinds-Lint Grain Co., Kansas City, Mo.

Rexford, Kan.—The Farmers Eltr. burned Oct. 31 at about 5:30 p. m. The eltr. was built in 1905 by W. H. Miller, at a cost of \$5,800. Later the plant was sold to the farmers, Mr. Miller retaining a controlling interest as mgr. At the time of the fire there was 380 bus. of wheat in the bins. The company had a standing offer recently to sell for \$4,200. Insurance, \$2,800.

Enterprise, Kan.—The Supreme Court of Kansas recently denied C. B. Hoffman a rehearing of the suit against him by the Farmers Co-operative Shipping Ass'n of which he was manager, to recover \$1,706.24 alleged to have been lost in unauthorized speculation. The court increased the judgment to \$2,262.49. In the spring of 1904 the company, which was operating a line of country eltrs., began dealing in grain for future delivery on the Kansas City Board of Trade for customers. The trades were entered in an "Option Book" kept for the most part by the assistant general manager, J. M. Senter, who soon began speculating on his own account. Senter was permitted by Hoffman to sign checks in the name of the company, and he paid the losses on all his transactions by funds of the company on checks drawn by himself. Hoffman did not know of Senter's deals for nearly a year. The court also decided that Hoffman could not in good faith insure his company against loss by hedging sales of futures, when prohibited by the by-laws. In other words, the by-laws of the company precluded doing a successful business in competition with private corporations availing themselves of all modern facilities. Prior to discontinuing business the co-operative company had lost \$107,104, and its assets since have diminished \$27,855 more thru alleged mismanagement.

KENTUCKY.

Louisville, Ky.—Frank C. Gray died Oct. 25, aged 34 years. Mr. Gray conducted a wholesale grain house in this city for a number of years. He is survived by a wife and daughter.

LOUISIANA.

NEW ORLEANS LETTER.

Hot corn arriving at this market from Tennessee indicates that shippers there are handling the crop too soon.

Their complaints on St. Louis inspection having been ignored the local grain dealers declare they will buy oats from that market on sample only.

J. T. Gibbons & Co., A. F. Leonhardt & Co. and Geo. B. Matthews & Co. had hay in sheds No. 25 and 26 of the Illinois Central terminals which were destroyed by fire Oct. 27.

Dealers report a slight improvement in demand for corn products following the reduction of 20 cents a barrel which has occurred during the past two weeks, but buyers here are not expected to make large purchases until prices go about 20 cents a barrel lower.

Grain exports from New Orleans during October amounted to 1,621,560 bus. of wheat and 163,199 bus. of corn, compared with 1,275,666 bus. of wheat and 268,550 bus. of corn during October, 1908, as reported by W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

Demand for wheat bran is reported fairly good from the city trade, but few orders are reported from the surrounding territory. With the approach of cold weather orders from the country will increase. Kansas hard wheat mills and soft winter wheat mills have been good offerers of bran recently at gradually reducing prices.

Because of low rates and scarcity of freight, the Welsford Steamship Line, which recently established a new service between New Orleans and Liverpool, in competition with the Leyland and Harrison lines, will abandon its new service effective immediately, according to reports here. The effort to establish the line resulted in the first steamer remaining here 60 days before she was loaded.

Arrangements have been completed by the Wolvin Steamship Line, of Texas City, Tex., to take over the Mexican-American Steamship Co., and the new agents, Elwell & Co., of New York, have taken charge here. Vice-Pres. and General Manager H. B. Moore, of the Wolvin Line, has announced that the new service will be known as the Wolvin Line-Mexican-American Service, and that the service will be extended to include Progreso, Yucatan, and Coatzacoalcos, Mexico.

New Orleans dealers say that they are now getting the good effects of the recent complaint made by them to Governor Folk against the St. Louis inspection. While New Orleans dealers do not believe that there will be a serious investigation of the inspection as a result of the complaint, the moral effect will be good, they say, and this has already been responsible for an improvement in the quality of oats received from St. Louis. Recently purchases have been small in volume, but satisfactory.

The recent fire at the Illinois Central terminals, resulting in the loss of 153 cars of hay, much of which was of the better

FLEXIBLE TELESCOPING SPOUT

Durable—Easy to Handle

An economical loading spout at a very attractive price.

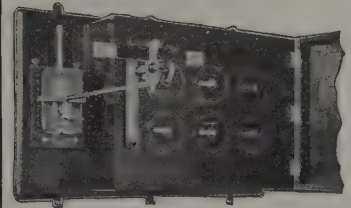
VARNEY MFG. CO., Leavenworth, Kas.

Read the Story

of the condition of your grain at all points in storage bins.
No More Anxiety!
No More Useless Turning of Grain!

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MINNEAPOLIS MINNESOTA

RECEIVERS

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grades, has necessitated buying on the part of the firms which were losers. In addition, there has been an active demand for No. 2 timothy and for clover mixed or better, so that much of the better grades of hay held here have been disposed of. The lower grades are finding but poor sale and are still clogging the railroad terminals. The Illinois Central fire destroyed about half of their warehouse facilities for hay, and this will necessitate a larger proportion of the hay in this market being held in railroad cars.—H.

MARYLAND.

Baltimore, Md.—The Pennsylvania Railroad has raised its embargo on domestic oats for Baltimore. The market here is healthy at quotations.—Louis Muller Co.

Baltimore, Md.—The first car of new western corn to reach this city was received Oct. 29 by Kirwan Bros. Grain Co. from Ohio. The grain was in fine condition and was graded yellow.

Baltimore, Md.—Harry C. Jones has severed his long connection with C. Bosley Littig & Co. and engaged in the grain and hay commission business on his own account under the firm name of H. C. Jones & Co.

MICHIGAN.

Smiths Creek, Mich.—I am not in the grain business.—Jas. Lindsay & Sons.

Chelsea, Mich.—F. E. Storms and A. B. Clark have formed a co-partnership and will do business under the name of the Chelsea Eltr. Co.

Greenville, Mich.—We have not decided yet if we will rebuild or not, as the fire coming when it did, virtually put us out of this season's crops.—C. H. Wells & Co.

Detroit, Mich.—Wm. R. Botsford, formerly of Botsford Bros. & Co. and publisher of the *Michigan Bean Review*, has removed to Kalamazoo to manage a branch of a leading commercial agency.

MINNESOTA.

Comstock, Minn.—A company of farmers has bot Jenkins' eltr.

Mapleton, Minn.—The Mapleton Milling Co. will erect a 50,000-bu. eltr.

Royalton, Minn.—I have sold my eltr. to the Powers Eltr. Co.—J. H. Russell.

Grove City, Minn.—Nelson, Lund & Co. have installed a new engine in their eltr.

Clara City, Minn.—Peter Thein has been appointed grain buyer at the Thorpe Eltr.

Duluth, Minn.—John H. Ball has succeeded Oscar L. Branstad as sec'y of the Hall Eltr. Co.

Paynesville, Minn.—The Farmers Eltr. Co. has purchased the Atlantic Eltr. Albert F. Kruger will be agt.

Dennison, Minn.—The Rex Eltr. caught fire Oct. 29, but it was extinguished before any serious damage was done.

Cleveland, Minn.—Vaughan & Brackett, of Minneapolis, have purchased the eltr. of H. M. Babcock.—Farmers Eltr. Co.

Fergus Falls, Minn.—The Woodworth Eltr. Co. has bot suit against F. A. Theis and the Northland Eltr. Co. to recover \$1,157, the value of certain

wheat in the eltr. at Parkers Prairie, of which the plaintiff claims to have been the owner.

Le Sueur, Minn.—We now own eltrs. at Farmington, Cleveland and this station.—Vaughn & Brackett Co., Minneapolis, Minn.

Stewartville, Minn.—The farmers have bot F. C. Thomas' eltr., and will take possession immediately.—T. P. Logan, agt. G. C. Stevens & Co.

Carlton, Minn.—C. H. Shaver will erect a warehouse in connection with his eltr., which is in the course of construction. Mr. Shaver intends to engage in the grain business on a large scale.

Le Sueur, Minn.—The St. John Grain Co.'s eltr. was burned Oct. 28, with 1,000 bus. of wheat and 3,000 bus. of barley. Plans for the rebuilding of the eltr. have been made. Loss on building \$7,500.

Blue Earth, Minn.—Business at Blue Earth in the grain line is very poor. Farmers have gone extensively into live stock and dairy business. We get lone-some for the Journal.—Pfeffer Eltr. Co.

Waseca, Minn.—We are building a new working house and increasing the capacity of our mill eltr. The machinery and supplies have already been purchased, and the work is pretty well under way.—Everett, Aughenbaugh & Co.

Glenwood, Minn.—We have bot what was formerly the Dougherty Eltr., owned by W. F. Dougherty, cashier 1st Nat'l bank, and located on the Soo R. R. The only improvement is a new 6-h. p. gasoline engine. Hans Lee is the buyer and seller.—P. D. Gilbertson, pres., Farmers Eltr. Co.

Duluth, Minn.—John Miller, of the John Miller Co., died of heart failure Oct. 26. He was a member of the Duluth Board of Trade of which he was pres. in 1905. He was born in New York in 1843 and moved to North Dakota in 1880. He was elected the first governor of that state.

Davidson, Minn.—We are informed that some snow-bird coal dealers are going to try to do business here in competition to us, the only equipped dealers; and are getting their coal from W. S. Harman. We have on hand 300 tons of various kinds and grades of coal and should be protected.—Wm. J. Porter, agt. Federal Eltr. Co.

MINNEAPOLIS LETTER.

James J. B. Orth has been engaged by the Dakota Cereal Co., as traffic manager and salesman.

The long-talked-of oats pit on the floor of the Minneapolis Chamber of Commerce is soon to materialize.

The Reliance Eltr. Co. is operating eltrs. at Emmon, Traverse and Ruskin, all in this state, formerly operated by the Minnesota & Iowa Eltr. Co.—O. M. Myers.

Edward S. Hughes, assistant sec'y of the Minneapolis Chamber of Commerce, and Miss Mabel E. Smith, daughter of Judge and Mrs. John Day Smith, were married Oct. 28.

The W. P. Devereux Co. recently was awarded the contract to supply the government with 218,000 bus. of oats for the Philippines at \$36.70 per ton f. o. b. Seattle, double sacked.

Chas. Griffiths, who has been operating with the Brooks Eltr. Co., has transferred his account to the Sterling Eltr. Co., and is looking forward to a splendid season

from now on, as the conditions since election have changed very much for the better.

D. D. MacMillan, of Chicago, father of John H. MacMillan and D. D. MacMillan, Jr., of the Cargill Eltr. Co. died at his home in Chicago Oct. 15. The interment was at La Crosse, Wis.

For wheat delivered to the Pillsbury-Washburn Flour Mills Co. the court has directed the receivers to pay \$21,029 to the McCaull-Dinsmore Co., Interior Eltr. Co. and Cargill Eltr. Co. Just prior to the receivership the company had given checks for the amount, which were not honored.

The directors of the Chamber of Commerce have made a ruling that all sales of grain are subject to state weights, unless otherwise agreed. Shipper's weights are to govern in case of failure to supply state weights. Failure to furnish the state weights will be held uncommercial conduct.

The barley trade is enthusiastically bullish on barley and is looking for a big advance in price. The general reports from the line houses and country eltr. independents indicate that it is very difficult to induce farmers to sell. Since election, inquiries for barley are pouring in from everywhere.

Judge Smith still has the reciprocal demurrage suit brot by the Minnesota Shippers Ass'n, Geo. Loftus, pres., under advisement. The test case is the one of S. P. Martin of DeGraff, Minn., who ordered cars and was obliged to wait 5 weeks. The roads allege the law is unconstitutional.

In its annual report the state grain inspection board recently recommended that grain be graded on its commercial or milling value, instead of by its appearance. It is suggested also that an average sample of cargoes be taken instead of grading a running stream, the sample to be graded and docked the same as incoming grain. During the year the number of cars appealed at Minneapolis was 20,359, of which 4,563 were raised after reinspection, 355 were lowered, on 743 the dockage was changed, 14,698 were sustained. In Duluth the number of cars appealed was 10,883. Of these 2,593 were raised to a higher grade, 23 were lowered, 422 required a change in dockage and 7,485 were sustained as graded in the inspection department. The receipts from samples sold in Minneapolis amounted to \$790.73 and in Duluth to \$413.83.

MISSOURI.

St. Louis, Mo.—The W. F. Chamberlain Feed Co. incorporated; capital stock, \$25,000.

Curryville, Mo.—Coontz & Hein, of Vandalia, will erect a grain eltr. J. C. Gillam, of Hannibal, is building a large grain eltr.

Carrollton, Mo.—W. H. Perrine & Co. of Chicago, have let the contract for building a large eltr. at this place to W. H. Rigby.

St. Louis, Mo.—Rumor has it that Samuel A. Whitehead of the Nanson Commission Co. is to be tendered the office of Sec'y of Agri. by Mr. Taft.

Kansas City, Mo.—A Richard Frank has succeeded A. Rheinstrom as mgr. of the Terminal Eltr. Co., and has also made application for the transfer of the membership of Mr. Rheinstrom on the Kan-

sas City Board of Trade. Mr. Rheinstrom will go to Chicago.

St. Joseph, Mo.—Kramer-Montgomery Grain Co. incorporated; capital stock, \$5,000; incorporators, George Montgomery, Ada E. Kramer, Frank J. Kramer.

St. Louis, Mo.—The Merchants Exchange will be represented by a committee on Grain Exchange Day at the National Corn Exposition, Omaha, Dec. 15.

Kansas City, Mo.—The Corbin Commission Co. has gone out of business and F. M. Corbin, formerly head of the firm, will hereafter be associated with B. C. Christopher & Co.

St. Louis, Mo.—The Missouri Railroad & Warehouse Commission has named Manning W. Cochrane, Roger P. Annan and C. L. Wright as the arbitration committee to pass upon complaints regarding grain grading.

St. Louis, Mo.—The Langenberg Hay & Grain Co. incorporated; capital stock, \$25,000; incorporators: H. F. Langenberg, C. H. Langenberg, and H. H. Langenberg. The company will do a general hay and grain business.

St. Louis, Mo.—A circular containing rulings of the Interstate Commerce Commission on claims, routing, switching charges and other matters of interest to shippers has been issued by J. C. Lincoln, traffic mgr. of the Merchants Exchange.

Drexel, Mo.—Owing to small corn crop I will not rebuild until spring. I will then erect 10,000 bushels house, to be used to handle and shell corn, and handle and clean wheat; steam power; hopper scale. Aim to build strictly modern, frame, iron-clad house. I will arrange to use entire house for either wheat or corn, owing to crop size of either. My net loss was about \$2,250.—Harvey Reed.

St. Louis, Mo.—John Dover, supervisor of the Merchants Exchange Department of Weights, reports that during September the following cars were found in bad order or not properly sealed at the different eltrs., track scales and hold tracks: Leaking grain door, 872; leaking over grain door, 82; leaking boxes, 1,592; leaking end windows, 154; not sealed, 749; end windows not sealed, 432, and end windows open, 125 cars.

Kansas City, Mo.—Hay dealers deny that they are collecting the fee for inspection as charged by Railroad Commissioner Knott. The dealers deny that they have in their pockets over \$22,000 collected from shippers and farmers. B. F. Tyler, pres. of the Kansas City Hay Dealers Ass'n, says: Members of the Kansas City Hay Dealers' Ass'n, backed by every hay shipper of any importance in this territory, have refused to pay the inspection fee, but we have not charged one penny of the inspection fee to the country shippers, and should this inspection law be upheld by the courts, and the state be able to make collections from the hay dealers, it would cost the dealers and not the country shippers, unless the dealers could make collections from country shippers, which in most cases would be impossible. The state's books may show that we owe them \$22,000, but we have a letter from their chief inspector offering to accept one-fifth in payment of the bill if we would accept their inspection. We refuse to pay the fee because the charge of 50 cents a car, in our estimation, is unreasonable for the service performed, because car door inspection is of no value to any one, accurate inspection of the product of the car being impracticable

and impossible; because the larger percentage of the hay handled here comes either from Kansas or Oklahoma. We refuse payment because inspection is not desired by country shippers and because the law is unconstitutional as it now stands.

MONTANA.

Roberts, Mont.—Ted Weisenberger has been appointed mgr. of the Hawkeye Eltr.

Mendon sta., Garneil p. o., Mont.—The Rocky Mountain Eltr. Co. has erected modern eltrs. at the following stations in Montana: Cascade, Conrad, Collins, Belt and Meadows. The Western Eltr. Co. has erected eltrs. at Moore, Buffalo sta., Yale p. o., Hobson sta., Utica p. o., and Benchland sta., Windham p. o. The Montana Eltr. Co. has also erected eltrs. at Straw and Lewiston.—A. C. Curtis, agt. Rocky Mountain Eltr. Co., R. F. D. Straw, Mont.

NEBRASKA.

Auburn, Neb.—Jas. Taylor, miller, has purchased a Richardson Eltr. Scale.

St. Paul, Neb.—The Farmers Eltr. is completed.—J. H. Swallow, Wahoo, Neb.

Pickerell, Neb.—The Farmers Eltr. Co. will install a new engine and other new machinery.

Lexington, Neb.—The Lexington Mill & Eltr. Co. has ordered a Hall Signaling Grain Distributor.

Goehner, Neb.—I have been transferred by the Nye Schneider Fowler Co., from Crowell to Goehner.—F. A. Kuester, agt.

Shickley, Neb.—The Urdike Grain Co. has transferred me from Strang to this place and I will have charge of their eltr.—G. W. Powell.

Maskell sta., Newcastle p. o., Neb.—The McCaul-Webster Eltr. Co., which has been doing business at Fremont for the past three years, has removed the eltr. to this place.


Columbus, Neb.—James Murray, who is employed on the new eltr. of the Hord Grain Co., fell a distance of 43 feet, splintering his right leg so badly that amputation was necessary.

Beatrice, Neb.—The Nebraska Corn Products Co. incorporated; capital stock \$100,000. H. T. and R. A. Weston and Fulton Jack are the incorporators. Work on the new factory is being pushed.

Columbus, Neb.—J. W. Hutchison, mgr. of the T. B. Hord Grain Co., of Central City, Neb., has 40 men at work on its new 250,000 bu. cribbed eltr. at this place.—J. H. Swallow, Wahoo, Neb.

Nora, Neb.—J. H. Eberhard of Geo. C. Johnson & Co. has bought the Eltr. Coal and Sand business at Nora, succeeding Houston Grain Co. and will transact the business under the name of Nora Grain & Coal Co.—Geo. C. Johnson & Co., Omaha.

Odell, Neb.—The Odell Farmers Eltr. Co. is defendant in a suit for \$926 damages brot by the T. H. Bunch Co. of Little Rock, Ark., for alleged failure to deliver 2,507 bus. of corn on contract. On May 20 plaintiff made an oral contract for the delivery of 11,000 bus. of white corn, No. 3 or better at 69½c per bu. After having given one extension of time on part of the sale plaintiff had to buy in the remainder at 79½ cents. Another contract made May 22 is said not to have been fulfilled.



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NEW ENGLAND.

Milford, Mass.—Frank E. Beckwith, mgr. of the Milford Grain Co., was married Oct. 21, to Miss Jane Elizabeth Warfield.

Coffstown, N. H.—We have sold our mill business to Robert M. Gordon, who will also open a mill at Riverdale, N. H.—Parker Bros.

NEW YORK.

New York, N. Y.—Memberships in the Produce Exchange are selling at \$550.

Chappaqua, N. Y.—Geo. Hunt, who conducts an eltr., mill, grain, and feed store, will retire.

New York, N. Y.—The steamship Verdi arrived from Buenos Aires recently with part of 240,000 bus. of Argentine corn, purchased several weeks ago.

Rochester, N. Y.—The Clark-Douglas Co. incorporated, capital stock \$10,000; incorporators: George E. Burgess, Roland B. Roe, and Alice E. Burgess.

Attica, N. Y.—The Attica Malting Co. incorporated; capital stock \$120,000; incorporators, Chas. H. McLaughlin, Buffalo; John A. Krauss, Attica; William Hobby, New York.

Brooklyn, N. Y.—Superintendent P. Carr has been discharged from the employ of the New York Dock Co. because he gave information to the press regarding shortage in shipments of grain and coffee by vessel. Some of the bags of oats loaded for the British government were short in weight, the aggregate, it is said, reaching 22,000 bus. The three ships were loaded in 1901 at Dows' stores.

New York, N. Y.—The only export business in corn at the present time is being done via Gulf ports, where ocean freight continues very cheap, and the corn to fill these sales is shipped from southern Kansas and Oklahoma. The New York exporters are practically 3 cents per bu. out of line. Arrivals of new corn at this market are of the finest quality we have seen at this time of the year for many years.—Forbell & Kipp.

BUFFALO LETTER.

The Iron Eltr. & Transfer Co. has broken ground for the erection of a No. 8 Hess Drier and Cooler of 30,000 bus. daily capacity, to be completed before Christmas.

A. Nowak, who some time ago sustained the loss of his feed mill and eltr., which was estimated at \$100,000 at the time of the fire, has filed plans for the rebuild of it on a liberal scale.

The eltrs. are not at all sure of the winter storage situation yet. In thirty days the grain by the lake ought to be practically all in, and yet all the eltr. owners will say is that they have some grain for holding.

George Watkins, a well known member of the grain trade, and at one time a partner of H. G. Anderson, has taken a position in the office of William G. Heathfield and proposes to make business hum in that quarter.

Car shortage begins to appear in a small way, and if there is a great rush of grain here at the close as there usually is, the roads will have difficulty in handling it, especially as the canal must close about the 20th.

Oats are coming in slow and the crop seems to be pretty well marketed. Barley, on the other hand, is as plenty as ever, but drags badly, the maltsters not seeming to know what is best to do. They

are afraid that the outlook for malt is not what it used to be.

The wheat trade is pretty closely confined to what the Buffalo millers are buying in the Northwest for their winter supply of spring wheat and the rather increased use of western winter wheat, which largely goes to millers down the state, as the state wheat crop is pretty well taken up already.

The usual amount of wild and political talk about the canal being closed by the state at a certain time merely creates a smile from people who understand the situation, as they know that the canal is closed, as the lakes are, by the insurance companies, which refuse to take these risks after a certain date.

The grain situation still turns upon new corn. Chief Grain Inspector Anderson estimates that only about 10 per cent of the corn coming in now by rail is of the old crop. We are getting no new corn by lake yet and seldom do get much unless there is a good amount left over for spring shipment. New corn is grading No. 2 quite freely and in this way also it is a very pleasant surprise to the trade.

The sluggish state of the export and other through-grain movements is shown by the adoption of all sorts of methods by shippers to move their grain as slowly as possible. They ship by canal, they take lake grain to be held in float here a week or two after it arrives, they have fairly blocked the harbor eltrs. by keeping their grain in them to the ten-day elevation limit, and it is said that they are taking advantage of the same ten-day clause in the New York eltrs.

The eltr. situation is still quite lively. Since the purchase of the Wilkeson eltr. by Capt. Brown, Albert J. Wheeler has announced that he intends to build a 750,000-bu. steel and concrete eltr. on the site of the Wheeler eltr., which was burned some time ago, situated on Buffalo Creek, above the Michigan street bridge, where there is a 200-ft. frontage. With no doubt of a big Lackawanna eltr. on the site of the Wilkeson, the eltr. business will soon be looking up again.

Speaking of malt and that sort of traffic, a Buffalo grain dealer who does not pretend to be a temperance man, preached a little sermon the other day on the subject of tipping and said that things had changed very much of late in that regard, so that maltsters may be quite justified in their caution over the barley situation. He said that altho he was by no means an abstainer, he now never thought of taking a drink in business hours, which used to be so common, and he had no use for men who came into his office smelling of alcohol.

The entrance of the Kellogg eltrs. into the pool reduces the independent eltr. list to three, the Wheeler's Monarch which is now elevating more than 1,000,000-bu., the Richmond, with nearly 2,250,000 bu. to its credit, and the American Malting Co., which has elevated 2,500,000 bu. so far. The Kelloggs had led all these by far and to date have elevated 10,346,000 bu., which made them a very formidable rival of the pool eltrs., and their joining the pool removes a very bad feature of the situation, especially as the remaining independents are not at all aggressive.

The Washburn-Crosby Milling Co. of Minneapolis, has let the contract to James Stewart & Co., to build a 6,000-bbl. mill, cleaning house, packing warehouse and storage eltr., having a capacity of 400,000 bus., completely equipped with up-to-date machinery. There will also be an over-

head conveyor steel gallery for bringing grain over from the Frontier Eltr., which they control. The mill and packing warehouse will be a brick structure with reinforced concrete columns and girders, foundations and roof. The windows will be wire glass with metal frames. The only wood in the building will be 7/8-in. maple flooring laid on concrete. The grain eltr. will consist of concrete bins, concrete roof and foundations resting on piling. A new feature in this plant will be steel reinforced concrete instead of the ordinary wood timber construction, it being the intention of the owners to get a low fire insurance rate. The work of excavation is already under way and it is expected to have the plant completed by August, 1909.—J. C.

NORTH DAKOTA.

Enderlin, N. D.—Byron Stimpson has sold his eltr.

Belfield, N. D.—Lahart Bros. are erecting their new eltr.

Cooperstown, N. D.—N. E. Norman has resigned as agt. for the Hammer-Halvorson-Beier Eltr. Co.

Glenburn, N. D.—Business is good with us. We have handled 140,000 bus. of grain in six weeks.—A. C. Dayton, mgr. Glenburn Eltr. Co.

Lorraine sta., Ellendale p. o., N. D.—George T. Cameron has resigned as wheat buyer of the Imperial Eltr., and F. M. Cool is his successor.

Crystal, N. D.—The Farmers Eltr. Co., of Crystal, has completed eltrs. at Gardner and Mountain and will have one completed at Concrete within a week.

Emerado, N. D.—The Farmers Bank of Emerado has brot suit against the Farmers Eltr. Co. to recover an overdraft, which on Oct. 3, 1908, amounted to \$3,257.

Grand Forks, N. D.—Geo. W. Kellogg, for 26 years a resident of the state and for 11 years a resident of Grand Forks, and a prominent grain dealer, died Nov. 2, after a week's illness.

Hurdsfield, N. D.—Ray E. Lee has charge of the Star Eltr. Co. eltr. I have received the Grain Dealers Journal, and it makes me feel homelike to read its columns.—N. P. Blaka.

Gilstrap, N. D.—I consider the Grain Dealers Journal the best of trade journals. I have gone out of business for the present, and shall have no permanent address for some time.—Wm. Cronan.

Glenburn, N. D.—Clifton H. Sowle, formerly of the firm of Shepard & Sowle, has located at Culbertson, Mont., where he has built an eltr. I will move to the Texas Panhandle, where I expect to engage in the grain and land business in the vicinity of Amarillo and Wildorado. I consider the Grain Dealers Journal an absolute necessity to every up-to-date grain dealer.—Wm. W. Shepard.

OHIO.

Sugar Creek, O.—Hostetler & Baker are successors to Amra Hostetler.

Oberlin, O.—We have succeeded Ward & Walker.—Ward & Breckenridge.

Ada, O.—Scoop-shoveling is going on at this place. Stemple Bros. are regular.

Millersport, O.—Pence & Swisher are the regular dealers. Others are scoopers.

Bookwalter, O.—I have taken over Grant Stoughton's interest in the eltr. at Bookwalter, the old firm name being

Stoughton & Coil. Will put in repairs, including a cleaner.—Sam. Coil, Jeffersonville.

Ottoville, O.—We have succeeded E. L. Odenweller.—Odenweller Milling Co., Inc.

Belle Center, O.—A scooper is operating here. The regular dealer is Jos. Timmons.

Lewisburg, O.—I am residing my eltr. at this place with galvanized iron.—C. W. Pontius.

Williamsport, O.—We have put in a new gasoline engine of 35 h. p.—Heffner Grain Co.

Roxabell, O.—A scooper is at work here. The recognized shipper is Chas. McCafferty.

Louisville, O.—Louisville Milling & Eltr. Co. is the regular dealer; others are scoopers.

Outville, O.—Scoop-shovelers are making trouble here. The regular dealer is Burton Cain.

New Paris, O.—We have changed our firm name to G. W. & I. R. Richards.—Richards Bros.

Kinderhook, O.—Scoopers are operating here. The regular dealers are Hunsicker & Yates.

Mansfield, O.—Bowden & Snider have installed a new Avery Automatic Grain Scale in their eltr.

Sugar Creek, O.—We have built an addition of 2,000 bus. capacity for corn.—Hostetler & Baker.

Lake View, O.—I have sold my eltr. to J. H. Manchester, but am still in the hay business.—J. Timmons.

Dola, O.—A scooper is trying to make trouble at this station. The regular shipper is Western Grain Co.

Roxabell, O.—I will install a new sheller and cleaner of large capacity in my eltr.—Chas. McCafferty.

Kileville, O.—I have just completed the enlargement of my eltr. to 20,000 capacity, house is almost all new.—W. T. Kile.

Lancaster, O.—A firm of scoopers is making trouble. The regular dealers are A. Deeds & Son and Graham Black Co.

Pemberton, O.—We have installed ear corn loaders in our eltr. here and at Maplewood.—Simmons, Faulkner & Cook.

Mercer, O.—The eltr. which we purchased of J. F. Disher, we will work over in first-class shape.—J. F. Dysert & Co.

Gilboa, O.—The Gilboa Grain Co. has succeeded N. F. Dean & Co., and has a 60,000-bu. eltr. building.—N. F. Dean, mgr.

Melvin, O.—A firm having headquarters elsewhere scoops here. The regular dealers are Hiatt & Custis and J. W. Channel.

Reesville, O.—I have done no business with eltr. the past year and will not this winter. The Grain Dealers Journal is O. K.—C. Rhonemus.

Tokio, O.—We have added a Sprout-Waldron Feed Grinder, and a No. 110 Standard Seed Cleaner.—Jonestown Grain Co.

Port William, O.—Starbuck, Early & Stryker have sold their eltr. to R. R. Gordin, of South Solon, O.—O. W. Linkhart.

Toledo, O.—Alfred Wannamaker, vice pres. of the Toledo Grain & Milling Co., suffered a paralytic stroke while riding in an automobile with General Manager

Camp, who noticed that Mr. Wannamaker had lost control of the machine, and averted accident by bringing the machine to a stop.

Spencerville, O.—Clutter, Long & Wetherill and Voke, Drake & Clay will hereafter be known as the Spencerville Eltr. Co.—J. F. Wetherill.

Columbus, O.—Harriet Coats has compromised her suit to recover \$47,706, lost by Thomas Coats in the quarters of the Phoenix Grain & Stock Exchange of Cincinnati.

Cavett, O.—The McMillen & Langhworth Co. is building a new house which will be completed by Jan. 1.—J. E. Hyman, foreman Pierce Grain & Hay Co., Scott.

Mendon, O.—I have sold my eltr. at Mercer and am building an addition to my mill and eltr. here, of which the capacity will be about 23,000 bus.—J. F. Disher.

Moffitt, O.—The Versailles Grain Co. has moved its eltr. on the C. H. & D. R. from Versailles to this station. Its eltr. on the Big Four remains.—W. C. Hile, Versailles.

Portsmouth, O.—We are located on both the B. & O. and N. & W. lines and with the addition we have just completed, we have a capacity of 8,000 bus.—O. M. Coburn, Jr., of Coburn Bros.

Toledo, O.—The rules for grading grain indorsed by the Grain Dealers National Ass'n, at its annual meeting in October were adopted by the Produce Exchange Nov. 5, to become effective July 1, 1909.

Kyle, O.—H. C. Teeter has received the contract for the 10,000-bu. eltr. (above foundation) of H. F. Kyle, which will be one of the most up-to-date grain eltrs. in Ohio; this includes the building and all machinery.

Tippecanoe City, O.—The Tippecanoe Grain & Coal Co. is successor to J. M. Sanders. C. B. Herr is not in business at this point, he is clerk for Edwards Bros., grain dealers at Troy, but lives at Tippecanoe City.—The Detrick Milling Co.

Waynesburg, O.—J. Harvey Ross now owns and operates a warehouse formerly owned by T. F. Williams; with a storage capacity of from 3,000 to 5,000 bus. of grain. He does a general warehouse business. The A. R. Elson Co., Magnolia, O.

Columbus, O.—We will operate the Crites Eltr. at South Columbus, which has a capacity of 68,000 bu. We are also equipped for grinding grain at this plant.—The Scioto Valley Cereal Co., successor to Scioto Valley Grain & Milling Co.

Cincinnati, O.—The report of the committee of the Chamber of Commerce, which has been revising the rules of the weighing bureau, was received at a meeting of the grain trade Oct. 30. Opinion as to a fair charge for weighing ranges from 15 to 50 cents per car.

Willshire, O.—W. A. Dull has let the contract to The Burrell Engineering & Construction Co. for the erection of his new eltr. and grist mill. The building will be 43x50 and 55 feet high, of the cribbed construction and covered with galvanized steel both on sides and roof. It will have a capacity of 17,000 bus. and the engine will be 75 h. p.

Cincinnati, O.—The federal grand jury on Oct. 28 indicted the following alleged bucket-shop operators on the charge of using the mails to defraud: Louis W.



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Live weevil plus a little Fuma equals dead ones every time

Fumigate Your Elevators and Mills With FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums
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Manufacturing Chemist Penn Yan, N. Y.

May 1909

WHEAT

Those desiring some highly interesting comments and data respecting May 1909 WHEAT, should write me at once.

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99 Board of Trade CHICAGO

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Foster, Arthur C. Baldwin, John M. Scott, Ed F. Heil, Walter J. Campbell and John M. Gorman of Foster & Co., and George H. Stapely and John A. Papne of George H. Stapely & Co.

Moffitt, O.—The eltr. we are removing from Versailles to Moffitt is equipped with a 40-h. p. steam engine, Invincible Wheat Cleaner, sheller, cleaner, Clipper Seed Cleaner. The foundation is completed. Main walls are 40x40, built of solid concrete. We expect to have the work completed by Dec. 15. The business here will be conducted under the name Moffitt Grain Co.—J. F. Gephart.

Cincinnati, O.—Five trusted employes of the Western Union Telegraph Co. were summarily discharged Oct. 28, pending an investigation into a leak of the continuous grain quotations of the Chicago Board of Trade into the offices of the Odell bucketshop. During the past 6 years higher officials of the telegraph company had repeatedly ordered investigations into the source of the bucketshop quotations at this city. Now the prosecution of the bucket-shop operators by both state and federal authorities is furnishing evidence of collusion. It is said that the several bucket-shops paid the Western Union operators nearly \$1,000 a week.

Columbus, O.—Grain dealers as well as corn growers will have an opportunity to compete at the first annual corn show to be held by the Ohio State University at Columbus, Nov. 23, 24 and 25. To the grain dealer making the best exhibit will be awarded a handsome solid gold watch fob. This trophy is offered for the best five 10-ear samples of corn exhibited by a bona fide grain dealer of Ohio, actively and permanently engaged in the grain shipping business, and selected from market purchases made by the exhibitor, representing the better market corn of the community. The sample submitted should represent the varieties, types, and colors of corn of the community in proportion to their prominence, and should represent types which would produce the best market grade of corn as desired by the grain dealer, consistent with the highest yield of corn per acre, as desired by the farmer. An entry fee of twenty-five cents will be charged for each entry. Entries must be made by Wednesday, November 18th, and all exhibits in place by noon Saturday, Nov. 21st. To corn growers will be awarded a great variety of valuable premiums, catalogued in a 20-page pamphlet, sent on application to V. M. Shoemsmith, chairman, O. S. U., Columbus. On Wednesday evening a Thanksgiving corn dinner will be given at Townsend hall, under the auspices of the Ohio Corn Improvement Ass'n. Corn-fed turkey and a variety of dishes prepared wholly or in part from corn will be served.

OREGON.

Portland, Ore.—The work done during the past year by Pres. T. S. Townsend and Sec'y Fred Muller in organizing the Portland Board of Trade and uniting the smaller dealers in grain and produce to create an open market for grain, has demonstrated the necessity for this modern facility. Accordingly the Merchants Exchange, which for 30 years has been giving special attention to marine matters in which the large exporters and the millers are interested, decided to inaugurate a sample market as well as the Board of Trade, in new quarters leased for a term of 5 years. The Portland Board of Trade will be copied in the in-

stallation of grain sample tables. Naturally the officers of the Board of Trade were annoyed at this attempt to cater to an interest for which the Board was making special provision and which could not well be divided in two institutions. Both Pres. Townsend and Sec'y Muller resigned Oct. 26, but after a vote of confidence by the directors they reconsidered their resignations. The Board will continue its sample grain market. It appears that the big exporters and millers for years have been paying different prices to different sellers for the same grain, and since the creation of an open market is likely to destroy their alleged monopoly they are opposed to the Board of Trade.

OKLAHOMA

Minco, Okla.—We have just completed a 25,000-bu. corn eltr. with 20-h p. gas engine.—Moore Bros.

Pond Creek, Okla.—H. E. Kelly, of the Kelly Mill & Eltr. Co., has disposed of his interests to E. W. Johnston.

El Reno, Okla.—The Farmers Eltr. Co. has decided to enlarge its eltr. in this city as well as others in the county.

Pond Creek, Okla.—The Pond Creek Mill & Eltr. Co.'s eltr. was damaged by fire Oct. 28 to the amount of \$5,000. No damage to the mill.

Wagner, Okla.—I have about completed a 40,000-bu. grain eltr. and mill at Wagner, and can ship on the I. M. S. or M. K. T. R. R.—V. Lamb.

Oklahoma City, Okla.—T. H. Lindley, pres., has petitioned the court to appoint a receiver for the Oklahoma Broomcorn & Warehouse Co. The liabilities are said to exceed the assets by \$2,971.

Custer, Okla.—We have bot out the eltr. of the D. H. Drennan Grain Co. and it will be run under the name of R. B. Miller Sons Co. We will also enlarge our plant at Arapaho.—J. E. Miller, Arapaho Mill & Eltr. Co.

New members who have recently joined the Oklahoma Grain Dealers Ass'n thru the efforts of Sec'y Prouty are U. T. Moffitt & Co., Boynton, Okla.; Honk Grain Co., Vinita, Okla.; Thos. Duncan, Muskogee, Okla., and Union Grain Co., Vinita, Okla.

Enid, Okla.—The four-year-old son of C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, died recently of diphtheria. The medical authorities quarantined the house, and Mr. Prouty was not released until Nov. 3. He has the sympathy of many friends in his bereavement.

PENNSYLVANIA.

Mahanoy City, Pa.—William Hoppes, of Hoppes Bros., grain merchants, was shot in the face and hands by an unknown hunter at West Penn recently. His injuries are not considered dangerous.

PHILADELPHIA LETTER.

The interior of the great Bourse building, the home of the trades associations, is being renovated from top to bottom, and painted, varnished and freshened.

James L. King of the Commercial Exchange, who was reelected second vice pres. of the Grain Dealers National Ass'n, has been receiving warm congratulations.

Sec'y Marshall, the indefatigable official of the Commercial Exchange, has been brevetted here by the grain men Col. "Natural Shrinkage," he having stirred up the opposition to this "unnatural

skinning" from the Atlantic to the Pacific and from the lakes to the Gulf of Mexico.

The aftermath of election time is setting in in good earnest here and every grain man is now a member of the "Boosters' Club" for lively business and good times.

The first car of new corn was received Oct. 19 by L. G. Graff & Son, from Maryland. It was graded No. 4. The first car of corn to grade No. 2 yellow this season was received by Walton Bros., Oct. 29 from Ohio.

Hancock & Co., grain shippers and exporters, will dissolve partnership Jan. 1, 1909, and a new company will be formed to be known as the Hancock Grain Co., James Hancock, pres.; George G. Omerly, vice pres. and mgr. David H. White and Frank R. Holloway, who have been for many years connected with the old firm, will be given interests.

A. D. Bahmer, the successful wholesale hay man, who is a native of Ohio, and a former neighbor of Judge Taft, being known about the Bourse as the tall cat-alpa of the Buckeye State, is one of the happiest men on earth, and his many friends on the grain floor are thinking strongly of recommending him for a cabinet position.—S. R. E.

OUR PITTSBURG LETTER.

Samuel Walton has incorporated and the firm name is now Samuel Walton & Co.

The receipts of the Pittsburgh Grain & Flour Exchange for the fiscal year ending June 1 were 21,668 cars compared with 20,869 for the year 1907.

I was told by one of the officials of the Ft. Wayne & Chicago R. R. that the company had use for all of its good box cars. This is a good indication of the resumption of business.—R. S. McCague.

The corn which is coming in is in very good condition and is grading No. 3. Last month was one of the heaviest months in the grain business in Pittsburgh the receipts being very high.—E. V. Heck.

The Clark Grain & Hay Co. is the name of a new firm recently launched in the grain business by J. A. Clark formerly with C. A. Foster. The firm will do a general wholesale business in grain, hay, straw and mill feed.

The third annual dinner of the grain trade of Pittsburgh took place Oct. 24 in the club rooms of the B. P. & O. E. No. 339. It was a stag affair and the music and specialties in addition to the dinner were a success. About 200 men were present.

One firm says it could double its business if it cared to do so, but would find it unprofitable in times of panic the margins on grain are cut down and the dealers have to work for nothing. Many of those in business here prefer to do a small cash business and make a profit on it than to do a large volume of business for about nothing.

The grain business has improved here very materially within the last month. Several thousand men have been placed to work since the election of Mr. Taft and the whole country round about is gaining confidence. The banks which made the panic thru lack of co-operation are getting freer with their money and almost any legitimate enterprise can get the needed cash now. Pittsburgh has gone dry. Not from a beverage standpoint, but the heavens have failed to send

forth the usual downpour for this time of year and consequently factories are handicapped for water. One manufacturing concern is paying \$400 per day to the Pa. R. R. for transporting water. For miles the Monongahela is lined with coal loaded barges waiting for a rise in the river.

Geo. Schnellbaugh who was elected Sec'y by the Grain & Flour Exchange in June has resigned and the directors have appointed R. E. Austen to fill the unexpired term. Mr. Austen has been in the grain business in Pittsburg since 1892 and is well known to the trade as he is always identified with all important movements to better trade conditions. He received next to the highest number of votes for the position at the last election. O. C. Alexander still holds down his post of superintendent.—P.

SOUTH DAKOTA.

Junius, S. D.—W. S. Hall, of Winfred, has taken charge of the Ostrout Eltr.

Avon, S. D.—I have sold my eltr. to Casper Steckler.—F. S. Strohhenn, Wagner, S. D.

Wilmot, S. D.—The Miller Eltr. Co. has erected a 16,000-bu. annex this fall.—C. C. Arnold, mgr.

Parker, S. D.—Jos. Christopher has purchased a half interest in the C. W. Thompson eltr. here and three in Iowa.

Silex sta., Wessington p. o., S. D.—G. W. Van Dusen & Co., of Minneapolis, Minn., will erect an eltr. at this station, as will also Steele Bros., of Huron.

James, S. D.—I have put in a Gerber Distributing Spout in the Empire Eltr. and would not have any other make.—Henry Roers, agt. Empire Eltr. Co.

St. Charles, S. D.—I have succeeded W. Peterson, who is now agt. at Bonesteel, for the Nye, Schneider Fowler Co.—J. M. Beechel, agt. Nye, Schneider Fowler Co.

Wessington, S. D.—Steele Bros., of Huron, are building an eltr. of 15,000 bus. capacity. Albert J. Weier, agt. Northwestern Eltr. Co., Sheffield Sta., Yale p. o., S. D.

Vienna, S. D.—About 50 farmers of this vicinity met Oct. 24, and perfected a Co-operative Eltr. Co. with Bert Dixon, pres., and C. O. Rosengren, sec'y. They have not as yet decided whether to buy or build an eltr.—O. T. Griffith, agt. Minn. & Western Grain Co.

Astoria, S. D.—O. O. Solem, formerly mgr. of the Astoria Farmers Eltr. Co., has resigned and Hosias Henderaker, formerly with the Western Eltr. Co., has taken his place. Mr. Solem had done good work for the company while in its employ.—O. C. Hanger.

Mitchell, S. D.—C. S. Christensen, whose mill was burned, has brot suit against the Chicago, Milwaukee & St. Paul Ry. to recover \$854 damages for the loss of a car of wheat delivered at the mill the night it burned. In switching the car was derailed and so could not be saved.

SOUTHEAST.

Boydton, Va.—I have closed out my grain business.—J. C. Malone.

Norfolk, Va.—The City Grain & Hay Co. suffered a small loss by fire Oct. 22.

Atlanta, Ga.—Dealers in this city complain of the hardship inflicted by the car service rules, reducing the time for in-

spection and placing of grain cars from 48 to 24 hours, when the \$1 per day demurrage takes effect.

New Decatur, Ala.—The Malone Coal & Grain Co. incorporated, capital stock, \$15,000; incorporators, B. W. Malone, B. L. Malone, G. A. Hoff and H. A. Wyatt.

Mobile, Ala.—It is reported that the Zliak-Shafer Milling Co. will erect a grain eltr. there. This company recently established a branch in Mobile and has built two warehouses there.

TENNESSEE.

Fayetteville, Tenn.—The cob mill of the Smith Grain Co. has been placed in operation.

Bristol, Tenn.—Alvin L. Bauhard died recently. He was planning to put up a \$100,000 flour mill at Johnson City at the time of his death.—M.

Franklin, Tenn.—J. S. Kenneday will open a wholesale and retail grain house and will buy and ship corn, oats, wheat and all grains. He has obtained a building.

Riversburg, Tenn.—The Pulaski Grain & Milling Co. at Pulaski and J. B. Abernathy & Co., at Riversburg, have consolidated and have made some improvements in their milling plant.—M.

NASHVILLE LETTER.

A. W. Williams had a leg broken and two ribs fractured by falling through a shaft recently at the Horner Mill in West Nashville.

Nashville, Tenn.—Merchants Eltr. incorporated; capital stock, \$50,000; incorporators, J. B. Horton, L. W. McCord, R. I. Moore, W. E. Craig and A. J. Moore.

The Interstate Grain Co. of this city has brot suit against the Brown-Crenshaw Grain Co. of Charleston, Md., to recover \$176 for a shortage, alleging that on a sale of 20,000 bus. of wheat only 17,066 bus. was delivered.

Nashville, Tenn.—We are about to complete our eltr. and warehouse which is located on the L. & N. and N. & C. tracks in west Nashville and will change the name of the firm from the Kendrick-Roan Grain Co. to Kendrick-Roan Grain & Eltr. Co.

Grain men are looking forward to having their first trouble in securing cars within the next three or four weeks, if there is to be any trouble at all this winter. The cotton movement will soon be under way and unless that causes a car shortage it is not expected that there will be one.

The drop in prices is causing farmers who can afford to do so to hold back their corn, and this has made receipts at collecting centers much smaller than the average at this season of the year. Wheat is quoted at \$1 flat for the home grain, but there is very little moving, it all being out of first hands. The large flour mills are all buying their supply in the West, and it is costing them on a basis of \$1.08 delivered in Nashville, with a milling in transit bill attached, valued at 2 to 4 cents a bushel.—M.

TEXAS.

Denison, Tex.—We are out of the grain business. If we ever open up again we will want "The Journal."—Wilson Bros.

Galveston, Tex.—Exports from Galveston, during Oct. have been 3,762,884 bus. of wheat and 960,856 bus. of corn; compared with 3,170,080 bus. of wheat and

Special Grain Shovel Rope

A marlin covered wire rope flexible as manila rope and much more economical.

Also Special Car Pulling Rope and Jupiter Transmission Rope

DURABLE WIRE ROPE CO.

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dissolved in water will make a solution that cannot freeze at 27° below zero.

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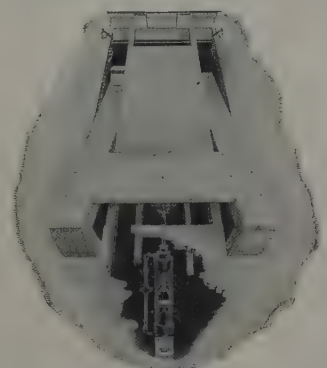
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The movement of the dump is smooth and slow. The controller is simple in construction, easily installed and requires no attention. Absolutely automatic. Study cut carefully and you will be convinced that this device is something you cannot afford to do without.

Hargreaves & Godel of Manhattan, Ill., write: "We have given the Reliance Dump Controller a thorough test and find them to be all you represent and a perfect dump controller."

Sent on 30 Days trial. RELIANCE CONSTRUCTION CO., Indianapolis, Ind.

912,168 bus. of corn for Oct. last year, as reported by C. McD. Robinson, chief inspector Galveston Board of Trade.

Galveston, Tex.—The Frisco System is preparing rules for the reconignment of grain at Fort Worth for export thru this port.

Bonham, Tex.—We have had no loss by fire in our plant as erroneously stated in this column Oct. 25.—Bonham Mill & Eltr. Co.

Dallas, Tex.—Very representative exhibits of grain have been made at the state fair here by the cereal growing counties of Texas. Excellent corn is shown by Grayson county.

El Paso, Tex.—The El Paso Grain & Milling Co. incorporated; capital stock, \$250,000; W. E. Keller, pres. of the Globe Milling Co. of San Francisco and Los Angeles, pres., W. B. Latta, vice pres., Claiborne Adams, secy., J. G. McNary, asst. cashier of the First National bank, treas. The foregoing officers with W. H. Joyce, of Los Angeles, and Frank Cox and Alfred Franklin, of Phoenix, Ariz., were named as directors. The Globe Milling Co. owns \$75,000 worth of stock. The company will erect an \$85,000 eltr. and mill. The mill will have a capacity of 300 bbls. per day, and will be built with the idea of enlarging if business warrants it. Pres. Keller has been authorized to purchase the machinery. Contract for steel work on the tanks has been let to El Paso Foundry & Machine Co.

UTAH.

Salt Lake City, Utah.—We are incorporated under the laws of Utah with a capital stock of \$50,000. R. E. Miller, manager and owner of the Intermountain Milling Co. of Salt Lake, is my partner. There are no other persons interested in this company except Mr. Miller and myself. We have built two eltrs. on what is known as the Minadoka Branch of the Short Line, one located at Kimberly and the other at Filer, Idaho. These eltrs., including the small warehouses in connection with them, have a capacity of 30,000 bushels each. The grain is nearly all handled in sacks in this Western country, consequently the necessity of a small warehouse to take care of some of our local shipments. These houses we had built by G. H. Birchard. We consider that we have two of the best eltrs. in this Western country, as to equipment and general arrangement. They have concrete foundations throughout and the best of machinery in every particular. The Kimberly house is operated by electricity and the Filer house by a gasoline engine. Our headquarters are at Salt Lake.—J. L. Barr, pres. and mgr. Utah-Idaho Eltr. Co., Denver, Colo.

WASHINGTON.

Bellingham, Wash.—The Pless Hay & Grain Co. incorporated; capital stock, \$9,000.

Tacoma, Wash.—S. S. King, chief deputy state grain inspector, has announced that the type samples of grain grades are ready for distribution.

Wapota, Wash.—William Daugherty and C. M. Murphy, of Portland, Ore., who operate an alfalfa mill at Echo, Ore., are contemplating erecting one here with a capacity of fifty tons every 24 hrs.

Walla Walla, Wash.—Turkey red wheat is to be thoroughly tested this year in this part of the state, exporters having offered an advance of several cents per bu. for

this variety. The acreage will be greatly extended.

Seattle, Wash.—The Chicago, Milwaukee & St. Paul Ry. and Balfour, Guthrie & Co. have arranged the construction and lease of a large eltr. and warehouse on the Puyallup river. The eltr. will be 60x175 ft. and 100 ft. high, the 24 bins having a storage capacity of 100,000 bus. The warehouse will have floor space for 17,000 tons of wheat.

WISCONSIN.

Loyal, Wis.—The Loyal Roller Mill & Eltr. Co. has been dissolved.

Zachow, Wis.—John Miller will have charge of the new Carrill eltr., which will be completed soon.

Antigo, Wis.—To have the feeding stuffs law declared unconstitutional the Wisconsin Millers Ass'n will begin a test case soon against David Goldberg at Antigo, to be tried in November and taken to the supreme court.

Eau Claire, Wis.—J. F. Heffernan, of the U. S. Sugar Feed Co., says the company is rebuilding its plant which was burned recently, and that they will do a jobbing business while the new plant is being equipped. The new plant will be completed next spring.

Superior, Wis.—Out of 10,522 cars received during October, H. A. Juneau, chief weighmaster, reports 4,832 in a leaky condition as follows: Grain door leaks, 3,479; end leaks, 1,760; side leaks, 807; corner leaks, 445; draw bar leaks, 240, and bottom leaks, 72 cars. Ten cars had side door nailed; 53 had no side door, 4 had been repaired en route, 2 were loads from wrecked cars, 21 were reported in bad order, 13 had a depression in grain line, 44 cars had leaks stuffed with rags, waste, paper or grass, 1,162 cars had been newly nailed, patched or cleated. The seal record was bad, 503 cars having no side seals, 1,038 having no end seals, 117 having broken seals, and 268 having either end or side doors open.

MILWAUKEE LETTER.

P. P. Donahue has enlarged his office quarters by adding room 505 to his suite.

Herbert Jewell is now managing the Daisy Roller Mills, coming from Buffalo, N. Y.

Oscar Mohr, commission merchant and former president of the Chamber of Commerce, died recently, aged 60 years.

Mr. and Mrs. J. H. Crittenden have issued invitations for the marriage of their daughter, Florence, to Carl F. Geilfuss, Nov. 11th.

Memberships in the Chamber of Commerce are quoted at \$250. S. W. Tallmadge reports a recent sale of a couple of memberships.

A report from Wisconsin indicates that about one-half the crop of barley of the state has been marketed, and that the dealers in the country are paying as high as 60c for barley.

Geo. A. Schroeder has been secured by the Natl. Assn. of Feed Dealers as Ass't Sec'y, Secretary Moore of the Assn. having found it impossible to give the necessary time to the work.

A copy of the new "Order" and "Straight" B/L, together with "Shipping Order" and "Memorandum" of each, issued by the Chicago & Erie R. R. Co., has been posted on the floor for the inspection of dealers.

Receipts for the time being have dropped off considerably, and barley and

oats are running a pretty race for second place with wheat in the lead. This market has drawn a large amount of wheat during the past month.

Application for membership in the C. of C. has been made by D. V. Hales, Chas. C. Blodgett, Herbert Jewell. Transfer applications have been posted on the memberships of John J. Stream, Richard Haertel and R. Sunderman.

Conditions surrounding wheat market strongest in years; lack of speculation prevents any advance at present, but in my opinion situation is so strong that market will seek a higher level, forced up by actual demand and light offerings.—B. G. Ellsworth.

Grain inspection rules of the Chamber of Commerce for the inspection of grain, in force Oct. 20, 1908, have been issued by the C. of C. as soon as the death of Oscar Mohr, of the Mohr-Holstein Commission Co., Nov. 5th, was announced on "Change. Members of the Chamber expressed their sorrow by sending a beautiful bouquet of flowers to the house.

The election in Indiana and Ohio being favorable to the brewing and malting interests, together with light receipts from the country, have turned the barley market, and caused an advance of 3 to 4c the past few days. Receipts promise to continue light and I believe we will have at least a firm market with conditions favoring a further advance. Demand for all kinds of grain is expected to be better from now on and the cash markets are showing a healthier tone.—C. F. Glavin.

The wheat trade has been very good with me. Country millers have been buying rather liberally last few weeks, and taking everything into consideration, I have no cause for complaint. I expect there will be a nice demand right along for wheat, as millers seem inclined to buy. Receipts here have been first rate and are likely to continue. Minneapolis is pretty well filled up. It has had the heaviest receipts of wheat in years. Why wheat is coming here is a question. The difference between Minneapolis and this market is less than usual, but still it comes. The spring wheat is the best that has been received here in some years, being almost free from foreign stuff.—P. P. Donahue.—Slits.

When the traction engine broke down John Tank, a wealthy corn grower near Fremont, Neb., hooked the belt over a hind wheel of his new automobile and soon had his corn sheller running again.

Patent horsebread is attracting much attention in Europe. The bread is very nutritious, containing, in 24 lbs., 12 lbs. of starch flour, 2 lbs. of albumen, $\frac{3}{4}$ lb. of fat and $\frac{1}{2}$ lb. phosphoric acid and chalk.

The former pres. of the American Society of Equity has brot suit against the publishers of the Equity Farm Journal to recover \$100,000 damages for libel. The Farm Journal alleged that the Egyptian corn that Everitt was selling at a fancy price was the ordinary seed corn of Indiana.

Rubber packings in a gas engine can be used only at the open end of a single acting cylinder, where the temperature of the surrounding metal is low enough not to rapidly deteriorate the material. Under no circumstances should rubber packings be used in joints in the cylinder or valve casings at the combustion end of the engine. A good packing is asbestos soaked in boiled linseed oil.

Grain Carriers

The Erie Canal will be kept open for traffic until Dec. 1.

Lake navigation via the Lehigh Valley Line will cease Dec. 5.

Milwaukee recently loaded its largest cargo of wheat, 271,750 bus., into the steamer Adam Cornelius, for Buffalo.

Nearly half of the grain cargo of the steamer G. R. Crowe had to be thrown overboard recently to get the boat off the bottom at Detour light.

Refund of \$12.29 on two shipments of oats from Garden Grove, Ia., to St. Louis, Mo., over the C. B. & Q. has been granted the Ballard, Messmore Grain Co. by the Interstate Commerce Commission.

The new uniform B/L, which went into effect on the eastern and southern lines Nov. 1, will go into effect on the western lines Dec. 1. The penalty for failing to make shipment subject to the uniform B/L is an increased freight rate of 10 per cent.

The federal court on Oct. 21 denied the petition of the roads for an order restraining the Interstate Commerce Commission from making effective the reduction in rates on grain from Buffalo to New York and Boston to 10 and 11 cents respectively.

The C. M. & St. P. Railway Co. has placed orders for fifty prairie type freight locomotives, to be built in its West Allis shops. The C. & N. W. road has ordered fifteen Atlantic locomotives from the American Locomotive Co. and twenty-five ten wheel and fifteen six-wheel switch engines.

Railroad Commissioner Storey of Texas declares that the old statute providing a penalty of \$25 per day for failure to furnish cars is still in force, and that the shipper failing to release a car must pay \$25 per day, the old law prevailing over the new reciprocal demurrage rules made by the railroad commission.

The order of the Interstate Commerce Commission directing the railroads to discontinue the payment of the elevation allowance of 3/4 cent per bushel on Jan. 1, it is alleged will apply to the transfer allowance of 1/4 cent which has been paid for many years at Chicago. It is rumored that the roads will cut off the 3/4 cent for transfer on that date.

Publication of the inland proportions of ocean import rates will be made by the Chicago, Milwaukee & St. Paul Ry. These secret rates have been so low the other transcontinental lines have canceled them rather than comply with the order of the Interstate Commerce Commission requiring the inland proportions to be published. An exception is the Canadian Pacific, which religiously abides by the decisions of the U. S. Commission.

To determine whether to appeal to the courts, for a continuation of the allowance for elevation representatives, of the Kansas City, Chicago, Omaha, St. Joseph and Peoria elevator proprietors held a conference at Kansas City Oct. 30 and 31. It was decided that a committee of 2 from each market should seek legal advice. Those present were: T. J. Broadnax, C. W. Lonsdale, W. A. Hinchman, J. E. Dittenbaugh and H. G. Wilson, Kansas City; E. J. McVann, John A. Kuhn, Nathan Merriam, J. R. Morris

and Charles T. Davis, Omaha; J. G. Stream and W. M. Hopkins, Chicago; F. W. Maxwell and T. J. Berry, St. Joseph; F. D. Denton, Leavenworth; Mr. Cornethison and Mr. Ridge, Peoria, Ill.

Interstate Commerce Commissioner Clark gave a hearing Nov. 4 and 5 at Kansas City to the complaint by the Transportation Bureau of that city against the railroads for alleged discrimination in grain rates by making the rate from southern Kansas to Galveston lower by the direct route than thru Kansas City. The differential given Omaha on shipments to southern points also is objected to.

Enforcement of the order of the Interstate Commerce Commission abolishing elevation allowances was postponed Oct. 26 until Jan. 1. Commissioner Prouty at the same time declared that the same principle applies everywhere, to both the allowance and the grant of free elevation. Suit has been filed at Kansas City asking for a court review of the Commission's decision against the granting of elevation allowances.

Milwaukee's complaint against the Rock Island was heard by Commissioner Harlan Oct. 26. Every witness testified that the grain trade of Milwaukee with the different points in Iowa, Minnesota and South Dakota has been practically destroyed by the refusal of the Rock Island to make a joint rate with the Northwestern and Milwaukee roads on grain to Milwaukee. The Cream City wants the same rate that Chicago enjoys.

The charge of the railroads of 3 cents a sack for loading and unloading rice was abolished recently by the Louisiana Railroad Commission at Baton Rouge on complaint by the New Orleans Board of Trade. The Commission said "the present charges allowed for loading and unloading rice, when shipments are made by rail, are unreasonable, excessive and unduly burdensome upon shippers and consignees of rice. The charge made by steamboats seems to be warranted by the additional services they perform, and, therefore, will not, at this time, be disturbed."

Effective Nov. 16 the C. B. & Q. R. R. will apply west of Chicago its local basis of minimum weights on grain from its points in Illinois to the Atlantic seaboard. This has the effect of establishing up to Chicago one basis of minimum weights, regardless of destination, domestic or export, and it will no longer be proper to apply to the proportion west of Chicago the official classification basis of minimum weights, namely, 40,000 lbs. on all grain except oats, and 35,000 lbs. on oats. Like action has been taken by the Northwestern and Milwaukee and the Rock Island will take similar action very shortly. Therefore country shippers should be advised to load as heavily as possible to insure protection against loss.—W. M. Hopkins, mgr. Transportation Dept., Chicago Board of Trade.

"Water corn" is the South American name for the pea-like fruit of the giant water lily, Victoria Regia, which is eaten by the natives.

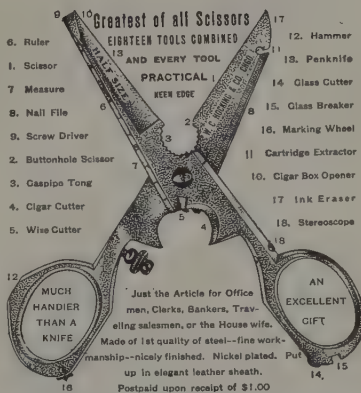
The best ear of corn in the state of Missouri will be placed in the cornerstone of the new \$100,000 Missouri Agricultural College at Columbia late this month. Inclosed in the glass jar with the ear of corn will be the name and address of the grower, with a copy of the score card, for the edification of posterity.

That Corn Movement

will be more profitable to you if you are as careful in choosing the grade of the firm you ship to as you are in buying the corn. Results are what count. We can make you \$\$\$\$\$\$

THE CONSOLIDATED GRAIN & HAY CO.

HENRY J. GOOD, President
"Large Oaks from Little Acorns Grow"
Cincinnati, Ohio



WM. C. HOCKING & CO.,
449 Marine Building CHICAGO

Prompt and Accurate Analyses of All Grain and Feeds

Don't ship your corn until you have had it tested for per cent of moisture

The Columbus Laboratories

103 State St., Chicago

Supreme Court Decisions

Landlord's Equitable Crop Lien.—Where a tenant agreed to make a crop and deliver one-third thereof to the landlord as rent, the landlord owned an undivided interest in every part of the crop, and his interest therein is as extensive as if it were a lien, and he is entitled to equitable protection as though a lienor.—*Abernethy v. Uhlman*. Supreme Court of Oregon. 97 Pac. 540.

Failure to Furnish Cars—Damages.—That a shipper suing for the failure of a carrier to furnish cars for the shipment of hay could have secured cars in subsequent months, and that the market was as good as when cars were demanded and refused, did not limit his recovery to nominal damages.—*St. Louis S. W. Ry. Co. v. Leder Bros.* Supreme Court of Arkansas. 112 S. W. 744.

Reconsideration by Arbitrator.—Where an arbitrator thru mistake failed to consider and decide a part of the dispute submitted to him, the award was invalid because incomplete, but the agreement was still in force, and it was competent for the arbitrator to finish his work by making a full and complete award.—*Frederick v. Margwarth*. Supreme Court of Pennsylvania. 70 Atl. 797.

Carrier's Liability and Delivery Subject to Inspection.—Even tho a consignee had a right to inspect cars of freight placed on its switch before accepting them, a delivery on the switch subject to the right of inspection released the carrier from liability as a common carrier, unless the consignee on inspection rejected the freight, and notified the carrier thereof.—*Kingman St. Louis Implement Co. v. Southern Ry. Co.* St. Louis Court of Appeals, Missouri. 112 S. W. 721.

Liability of Connecting Carrier.—At common law a connecting carrier is not bound by the contract as to freight rates fixed by the initial carrier, issuing a through bill of lading, unless the initial carrier acted with authority as agent for the connecting carrier; and where the initial carrier without authority agrees to transport goods for less than the regular rates of the connecting carrier the latter may collect the usual rates, and the shipper must look to the initial carrier for damages for breach of contract.—*Reynolds & Craft v. Seaboard Air Line Ry. Co.* Supreme Court of South Carolina. 62 S. E. 445.

Non-Member Cannot Acquire Lien on Membership.—A corporation which has not complied with the rules of the Chamber of Commerce of the city of Minneapolis which prescribe the manner in which a corporation may acquire membership in the Chamber, and signed and filed an agreement to observe faithfully and be obligated by all the rules, regulations, usages and customs governing the members of the Chamber, as required by such rules, cannot acquire a lien upon the membership of a member of the Chamber under the rules of the Chamber.—*McCarthy Bros. Co. v. Chamber of Commerce of Minneapolis*. Supreme Court of Minnesota. 117 N. W. 923.

Middlings Within Indiana Feedstuff Statute.—Acts 1907, p. 355, c. 206, § 2, requires sellers of "concentrated commercial feeding stuff" to affix a label thereto reciting certain facts, section 6 (page 357), makes the failure to do so a misdemeanor, and section 11 (page 359) provides that the term "concentrated commercial feeding stuff" shall include wheat middlings, etc., but shall not include unmixed meals made directly from the entire grain of the wheat, etc. Held that, since wheat middlings are a by-product containing only part of the wheat grain, it was a "concentrated commercial feeding stuff" within the statute, and the provisions of section 11 were not repugnant.—*State v. Weller*. Supreme Court of Indiana. 85 N. E. 761.

Rights of Persons Not Members of Exchange.—A corporation can only acquire membership in the Minneapolis Chamber of Commerce by complying with section 10 of rule 12, (section 10, rule 12, as amended September 27, 1906). The fact that a corporation which succeeded to the business of a firm which had complied with said rule continued to transact business with the officers of the Chamber without itself complying with the rule and obligating itself to observe the rules, usages, and customs of the Chamber, does not estop the Chamber from asserting that the corporation is not a member, and as such entitled to a lien upon the membership of a member with whom it has had business transactions.—*McCarthy Bros. Co. v. Chamber of Commerce of Minneapolis*. Supreme Court of Minnesota. 117 N. W. 923.

Bribery of Crop Statistician a Criminal Offense.—A person employed by the United States as an assistant statistician in the Department of Agriculture, in the performance of the duties with which he is charged by the rules of the department, acts for the United States in an official function, within the meaning of Rev. St. § 5451 (U. S. Comp. St. 1901, p. 3680), making it a criminal offense to bribe any such person to induce him to do or to omit to do any act in violation of his lawful duty.—*United States v. Haas*. Circuit Court, Southern District of New York. 163 Fed. 908.

Liability Clause in Marine B/L.—The provisions of the Harter act (Act Feb. 13, 1893, c. 105, 27 Stat. 445, U. S. Comp. St. 1901, p. 2946), making it unlawful for the manager, agent, master, or owner of any vessel to insert in Bs/L provisions by which they are relieved from liability for negligence, or to refuse to issue Bs/L containing certain statements, and making any one violating such provisions liable to a fine, makes it a criminal statute; and one violating either of such provisions is subject to indictment and prosecution therefor.—*United States v. Cobb*. District Court, Maryland. 163 Fed. 791.

Power of Courts to Enjoin Enforcement of Rates.—The power given to the Interstate Commerce Commission to determine the reasonableness of rates and establish maximum rates by Interstate Commerce Act Feb. 4, 1887, c. 104, § 15, 24 Stat. 384 (U. S. Comp. St. 1901, p. 3165), as amended by Hepburn Act, June 29, 1906, c. 3591, § 4, 34 Stat. 589 (U. S. Comp. St. Supp. 1907, p. 900), does not deprive a federal court of equity of jurisdiction to enjoin the putting into effect of an interstate rate which is shown or admitted to be arbitrary, unreasonable, and unjust, and to have been adopted thru a combination in restraint of interstate commerce, until such rate can be passed on by the commission, where irreparable injury would result to complainants and others affected by such rates if they should be put in force.—*Macon Grocery Co. v. Atlantic C. L. R. Co.* U. S. Circuit Court, Georgia. 163 Fed. 738.

Inducing Government Statistician to Falsify Reports Punishable.—In Rev. St. § 5451 (U. S. Comp. St. 1901, p. 3680), which makes it a criminal offense to give or offer bribes, etc., to induce any officer of, or person acting for or on behalf of, the United States in any official function to do or omit to do any act in violation of his lawful duty, the phrase "lawful duty" is not restricted to a duty imposed by statute, but is broad enough to cover a duty imposed by a lawful superior; and an indictment charging a conspiracy to induce an assistant statistician in the Department of Agriculture to furnish to the accused advance news of crop conditions, and to cause to be published false reports as to such conditions in violation of the rules of the department, to aid defendants in market speculations, by promising such employé a percentage of the profits of such speculations, charges a conspiracy to commit an offense against the United States under Rev. St. § 5440 (U. S. Comp. St. 1901, p. 3676).—*United States v. Haas*. Circuit Court, Southern District of New York. 163 Fed. 908.

Liability of Connecting Carriers.—Under 24 St. at Large, p. 1, making each carrier the agent of its connecting carrier, and providing that a thru contract of shipment shall be the contract of each carrier, etc., a connecting carrier, acting on a through B/L issued by the initial carrier for an intrastate shipment, is a party to the contract, and is liable to the shipper for exacting excessive freight charges.—*Geraty v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 62 S. E. 444.

Carrier's Liability for Non-Delivery.—A shipper of goods to be sold by the consignee for his benefit may maintain an action to recover their value from the carrier where they were not delivered and may join therewith a claim for the penalty for unreasonable delay in delivery allowed by Revisal 1905, § 2632, which is recoverable in a proper case in addition to the value of the goods.—*Robertson v. Atlantic Coast Line R. Co.* Supreme Court of North Carolina. 62 S. E. 413.

Books Received

Corn Breeding.—The results of "Ten Generations of Corn Breeding" to modify the composition of the grain and thereby adapt it to various special purposes have been reported comprehensively by Professor L. H. Smith. Starting with a variety of average composition it has been possible by selection and breeding, in 10 generations, to increase the average protein content from 10.92 to 14.26 per cent; to decrease the average protein content from 10.92 to 8.64 per cent; to increase the average oil content from 4.70 to 7.37 per cent; to decrease the average oil content from 4.70 to 2.66 per cent. Out of a single variety of corn two strains have been developed of which one is now almost twice as rich in protein as the other; and two other strains have been developed, one of which is nearly three times as rich in oil as the other. Bulletin No. 128, 35 pages; University of Illinois Agri. Exp. Sta., Urbana, Ill.

Exports of Breadstuffs.

Our exports of breadstuffs for the nine months prior to Oct. 1 have included 2,749,212 bus. of barley, 25,766,534 bus. of corn, 606,002 bus. of oats, 2,194,960 bus. of rye, 67,502,779 bus. of wheat and 9,368,721 bbls. of wheat flour, compared with 3,508,492 bus. of barley, 69,927,777 bus. of corn, 1,222,770 bus. of oats, 881,515 bus. of rye, 44,629,170 bus. of wheat and 11,062,077 bbls. of wheat flour for the corresponding nine months of 1907. The total value of breadstuffs exported for the nine months was \$133,492,242, against \$128,074,068 for the corresponding nine months of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports.

Buckwheat amounting to 50,930 bus. was exported from the United States for the eight months prior to Sept. 1, against 45,505 bus. for the corresponding period of 1907.

Broomcorn valued at \$159,502 was exported during the 8 months prior to Sept. 1, against \$160,893 for the corresponding period of 1907.

Malt amounting to 94,361 bus. was exported during the 8 months prior to Sept. 1, against 201,637 bus. for the corresponding period of 1907.

Linseed oil cake amounting to 457,572,175 lbs. was exported during the 8 months prior to Sept. 1, against 504,000,916 lbs. for the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Mississippi's pure feed law places grain screenings in the same class with manufactured feed, and they are liable to inspection, analysis, taxation and type sampling.

Calcium Chloride Solution for Water Barrels and Jackets.

BY A. J. ROTH.

The records of the four years past show that 70% of all the fires were put out by the use of buckets and barrels of water distributed throughout the buildings and yards. No one disputes the value of a pail of water that is handy at the time fire starts. The amount of money saved by having water barrels and buckets about your plants is enormous. In fact it seems that without this precaution, fire insurance companies could not exist.

At this time of the year, it is well to call attention to the necessity of keeping water in the barrels and buckets from freezing during the winter months. A great many have been using salt in the past, but Calcium Chloride has been recommended instead of salt for this purpose.

Calcium Chloride when dissolved in water in the correct proportions will not freeze at 54° below zero for most locations. However, it is only necessary to dissolve sufficient calcium to make a solution that will not freeze at about 27° below zero, as seldom does the temperature drop lower than this.

This is much better than salt, which as every one knows will not remain liquid after the temperature gets between zero and 10° below zero. Another objection to salt is that it becomes foul and precipitates in the bottom of the barrel or tank and the solution evaporates.

With calcium chloride, however, this is impossible, because owing to its chemical make-up, calcium chloride never becomes foul, is absolutely odorless and positively does not evaporate. When the solution is once made, it is good for the entire season and does not require constant refilling.

It is not necessary for a man to go around every now and then to see whether the barrels are full, as the calcium is a

great absorbent of moisture and will not permit the water to evaporate.

Another objection to a salt solution is that it rusts the iron hoops on the barrels, thus causing the barrels to burst. This is something calcium chloride will not do. In fact it will not effect the iron hoops of the barrels nor the metal pails in any way.

Calcium chloride also acts as a disinfectant and keeps the roaches and bugs away from the barrels, while salt seems to attract them. Insect life is impossible on account of the chloride.

We recommend that in each barrel of thirty gallons, if full, 135 pounds of calcium should be dissolved; in 40 gallon barrels 200 pounds.

Where wooden barrels are used, it is found necessary to give the inside of the barrel a coating of a special compound and paint which can be obtained from the manufacturers of calcium chloride at a minimum price. It has been found that calcium chloride has a tendency to shrink wooden barrels and a coating of this especially prepared paint and compound makes the barrel absolutely water tight.

In metal tanks and pails no paint or compound is required, as these will hold a calcium chloride solution better than they will a salt solution.

All insurance companies are recommending it to their clients, several railroad companies put it in last year and others are figuring on installing it this year.

From present indications it appears that the insurance companies will soon require their clients to use calcium chloride solutions in their barrels instead of salt and many gasoline engine owners are using it to prevent freezing of water jacket and tank for cooling water.

Blenders of U. S. with Canadian flour by a recent treasury decision are entitled to drawback of the duty paid on the Canadian flour in the mixture exported.

Dust Separators

The Best in the Business because it is scientifically proportioned and will lay finer dust than any other machine made. We have had years of experience in this business and we will be glad to help you solve your dust-collecting problem.



CINCINNATI
EXHAUST & BLOW PIPE CO.
324-30 W. 3rd St., Cincinnati, O.

CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

70-86
West Jackson Boul.
CHICAGO, ILL.



(Patented)

THE NEW ERA MAN LIFT



The original and only successful and reliable machine on the market. The very best money can buy.

The NEW ERA is the Safe Kind

More of these machines sold than all other warehouse elevators combined. This proves their worth. Time and Labor Savers.

BUY ONLY THE NEW ERA.

Write us for further information
Sidney Elevator Mfg. Co.
SIDNEY, OHIO

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

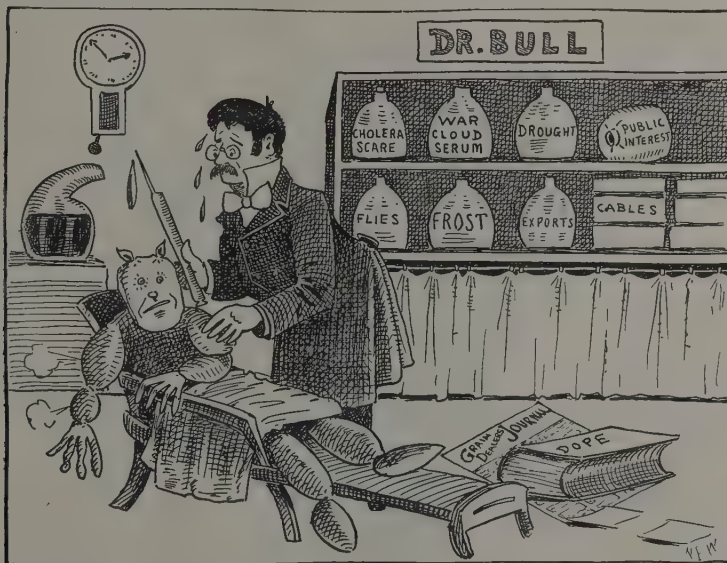
In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.



Dr. Bull:—"I cannot understand your condition, Mr. Wheat. I have injected into your system every stimulant known to both commercial and crop killer's science, but have been unable to keep your temperature above 100. Therefore, I have decided to change your treatment. I think the principal trouble is, your hide has been shot so full of false stimulants that you are now in the same condition physically as the average dope fiend, which means that your system requires a good physic, which I herewith prescribe, to be followed by liberal injections of public interest serum."—Finley Barrell & Co.

Supply Trade

Fairbanks, Morse & Co., Chicago, have opened offices at Pittsburg in charge of H. J. Young.

W. A. Hiddleston is general agent for the Johnsons Grain Dryer & Renovator, manufactured by E. G. Isch & Co. for Texas territory with office at El Campo.

The W. Lee Sons Co. has been incorporated in Iowa to manufacture a Grain Purifier. It is called the "Oklahoma." The office of the company is at Council Bluffs.

The Milwaukee Grain Dryer Co. has been incorporated in Wisconsin for \$50,000 to manufacture grain dryers. The incorporators are James W. Perkins, Wm. O'Connor and H. J. Eskuche. The office of the company is Milwaukee.

M. A. Loeb of the Rock Island Battery Co. of Cincinnati has issued a call to those who are interested in gasoline engines to meet at the Auditorium Hotel, Chicago, Dec. 9, to consider an organization in the interests of manufacturers and users of such motive power.

The Foos Gas Engine Co. has received an order from a large manufacturing concern in Virginia for one of its 100 H. P. Multiple Cylinder Vertical Engines and Producer Gas Plants. The engine will be direct connected to a General Electric dynamo to supply current for the operation of plant.

The Hamilton Rubber Mfg. Co. which makes a specialty of furnishing contractors with belting for elevators has placed upon the market with a great deal of success a special elevator belting. It is made on heavier duck than ordinary belting and will stand the wear and tear of elevator work.

Ben L. Coon, Supt. of the South Chicago Elevators, claims that the steel Invincible Grain Door is the only practical grain door yet devised. He writes that it has a pressure release which is absolutely proof against leakage; one that releases the grain in 30 seconds; one that will facilitate the unloading; one that can be easily raised and handily swung free of the door opening; one that can be used for all other commodities; and one which hangs on the ceiling and will not interfere with the handling of freight or merchandise. This door will be a permanent fixture in car and will last the life of any two box cars.

Every grain dealer who does not own a blackboard and post daily prices paid for grain should make his business a Christmas present of one. It would help to stimulate confidence in the minds of the patrons of any grain dealer because, no matter how faithful the farmers may appear to be, there will always be some, who suspect the other fellow is being paid a little bit more for grain than they. Post your prices and stick to them. Thos. B. Groves & Son of Chicago make a special blackboard, ruled as the purchaser wishes which takes chalk perfectly and will last as long as an ordinary elevator. The blackboard is not simply a painted board which soon becomes rough but a slate covered $\frac{3}{8}$ inch board with a good frame around it and battens at the back. The company is prepared to make a special price upon these blackboards to all those who are interested. Mr. Groves

has been making blackboards for brokers and grain dealers for 40 years. He made the first one ever hung in Chicago for Albert M. Day over thirty years ago.

A Centrifugal Dust Collector.

The disastrous dust explosion which occurred in the Quaker Oats elevator at Richford, Vt., recently, as reported in the Journal, destroying thousands of dollars worth of property, and 17 lives, emphasizes in a tragic manner the necessity of installing up-to-date systems for collecting elevator dust. A number of systems have proved successful, and are now used by elevator operators, among them being the Cincinnati Exhaust & Blow Pipe Centrifugal type, which has been manufactured successfully for 15 years.

The illustration herewith shows an original type of a centrifugal dust collector. The most noticeable feature of this machine is the shape which differs from other collectors. The manufacturers declare shape is very important in such a system for efficiency depends upon correct proportions. The shape of the separator is such that its makers guarantee no back pressure, a difficulty which operators know is hard to overcome.

The dust separator manufactured by the Cincinnati Exhaust & Blow Pipe Co. is built of heavy gauge galvanized sheet steel, reinforced wherever necessary; it is strong, durable, simple and efficient.

Grain option trading at Buenos Aires, South America, is being fought with some success by the grain exporters and large financial interests in opposition to the smaller brokers who formed the Buenos Ayres Cereal Ass'n, which has now been absorbed by the Camara Gremial de Cereales. The latter, a branch of the Bolsa de Comercio, will conduct the futures market.

Seeds

New York exports of timothy seed for the past week have been 3,313 bags.

The Northern Seed Co., of Fargo, N. D., has increased its capital stock from \$10,000 to \$25,000.

The clover seed prospect was reported by the Ohio Department of Agriculture on Nov. 6 as 119 per cent.

The Peoples Cash Store of Waynesfield, O., has been buying clover seed this season, but it is not a regular dealer.

Farmers are holding their clover seed and will not sell at the present market.—Jay Grain Co., Ft. Recovery, O.

The first deliveries of prime contract clover seed that have been made on the Chicago Board of Trade for many years were made Oct. 30 on October contracts.

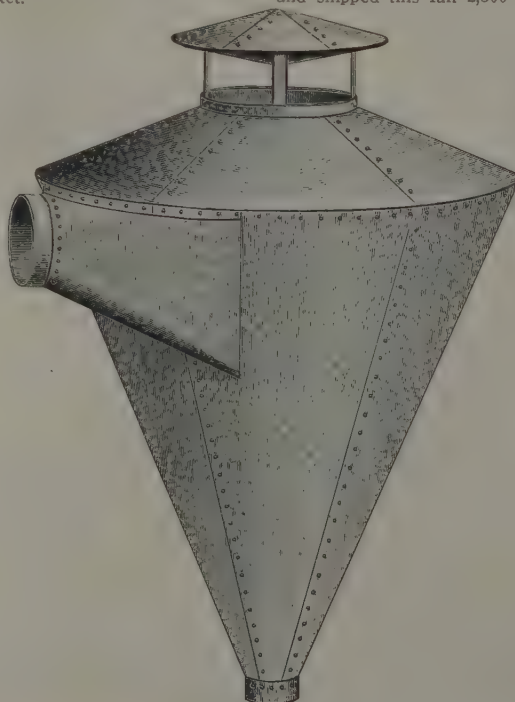
The Funk Bros. Seed Co., of Bloomington, Ill., is establishing a branch office at Dallas, Tex., in charge of James Westervelt, who will return to Bloomington in the spring.

The clover seed crop is surely larger than ever; but farmers are holding back for higher prices. Not one out of 10 farmers has seed to offer.—Henry Kramer, Maria Stein, O.

We have just finished an up-to-date flour house to be used for storing seeds and flour. The building is constructed of galvanized iron and concrete thruout.—Fortville Milling Co., Fortville, Ind.

A car loaded to $\frac{3}{4}$ of its 60,000 lbs. capacity with birdseed was received at Minneapolis Oct. 29 from Kensal, N. D. Shipments of canary seed from North Dakota have hitherto been unknown.

C. E. Mitchell of Fairview, Ill., has bot and shipped this fall 2,300 bus. of clover



A Centrifugal Dust Collector.

seed, and expects to buy two carloads more before the season is over. The crop has been very good in this locality.

We have enjoyed handling a very large crop of clover seed this season, about 2,000 bus. We installed a No. 47 Clipper Cleaner, for which we have more than paid thru good cleaning.—Rinehart Grain Co., Uniopolis, O.

Mr. Meyers, formerly of Sleepy Eye, Minn., is establishing a seed farm at Amenia, N. D., to grow special strains of small grain and northern corn. Mr. Meyers expects to supply considerable seed wheat for next spring's sowing.

Much clover seed is held by farmers in this locality. They positively will not sell under \$5, and many will carry their seed until they get what they think it is worth. Most of the spring sown clover killed by drouth.—H. W. Strieby, Syracuse, Ind.

The attractive price realized on the 1907 crop of red clover seed has led to an extension of the area devoted to the seed crop in Washington. One farmer, M. Mason, on the Indian reservation near North Yakima, harvested 40 acres of clover seed.

The Fairview Seeds Farm has been incorporated at Syracuse, N. Y., to do a general seedsmen's business. The capital stock is \$5,000, and the incorporators are Bela L. Hart of Rose Hill, C. Albert Weeks of Skaneateles, and L. Jeanette Leader of Skaneateles.

The buildings of the Vopat Grain & Seed Co. at Ord, Neb., have nearly been completed. Both the Union Pacific and the C. B. & Q. R. R. are building side tracks to the building, which will have a capacity of 6,000,000 lbs. All handling of grain and seed is by machinery.

It is estimated that receipts of clover seed at Toledo this year will be more than 150,000 bags; and we cannot look for any material advance in prices at this time. The farmers are still holding a large amount of seed, and the shippers in different localities are accumulating large stocks before shipping.—Southworth & Co.

Bags are weighed with the clover seed at Toledo. A pound is deducted for each bag, when sold or bought. Storage charges here are cent per bushel the first ten days and quarter of cent each ten days or fractional part thereof afterward. Insurance rate is low, but varies with the location and length of time.—C. A. King & Co.

A newspaper report was circulated recently in which it was stated that the warehouse of the Illinois Seed Co., Chicago, had burst and dumped several hundred bushels of seeds into the street. While a portion of a corner on the second floor of the warehouse did give way, yet the accident was not serious and the company is doing business as usual.

Lansing, Mich., Nov. 7.—The per cent of acreage of clover seed harvested compared with average years in the State and northern counties is 108, in the southern counties 110 and in the central counties 103. The average yield per acre in bushels in the southern counties is 1.59, in the central counties 2.18, in the northern counties 2.54 and in the State 1.81.—Geo. A. Prescott, Sec'y of State.

Toledo received during the week ending Nov. 7 2,880 bags of clover seed and shipped 2,715 bags, against 404 bags received and 260 bags shipped during the corresponding week of 1907. For the season receipts have been 66,055 bags and

shipments 19,050 bags, against 13,400 bags received and 1,497 bags shipped last season. Receipts of alsike at Toledo for the week have been 151 bags. For the season alsike receipts have been 5,313 bags, against 1,874 bags for the corresponding period of last season.

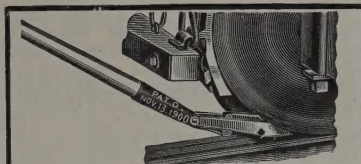
Best method to inspect clover seed is to use the cover of a pasteboard box. By putting the seed in this cover one can, by shaking, discover more quickly foreign seeds and especially light stuff and sand. Some shippers say they use a piece of white paper, allowing the seed to run over the sheet. This method may bring out the foreign seeds but we doubt if it shows the light stuff and sand. There are some who still follow the old method of wetting the finger but we don't believe this is a good plan.—J. F. Zahm & Co.

The Leonard Seed Co., of Chicago, Ill., has been given judgment against the Big Four Railroad for \$255.25 damages by reason of a shipment of onion seed going out of condition in transit. The shipment was made to a point in Indiana, and on arrival the consignee refused to accept the seed, alleging it had been damaged by heat. The Leonard Seed Co. ordered the road to return the seed, but it did not reach Chicago for two weeks and was then in bad condition. The judgment was for the full amount of the claim.

Chicago received during the week ending Nov. 7 1,126,507 lbs. timothy seed, 84,130 lbs. clover seed, 480,231 lbs. other grass seeds and 23,000 bus. flaxseed, against 2,757,870 lbs. timothy seed, 148,000 lbs. clover seed, 274,000 lbs. other grass seeds and 73,190 bus. flaxseed during the corresponding week of 1907. Shipments for the week have been 318,775 lbs. timothy seed, 147,780 lbs. clover seed, 1,142,566 lbs. other grass seed, and 1,380 bus. flaxseed, against 266,500 lbs. timothy seed, 133,456 lbs. clover seed, 1,182,990 lbs. other grass seeds and no flaxseed during the corresponding week of last year.

Much difficulty has been experienced in distinguishing Canadian bluegrass and common bluegrass. When growing in the field it is easy to identify the two kinds; but the seeds are so nearly alike that it is difficult for anyone except an expert to distinguish between them. In the Canadian bluegrass the teeth on the margin are shorter, blunter and not as long acuminate; densely crowded together like the teeth of a saw, continuing up to the very apex. In bluegrass the palet is armed with teeth set well apart, long, acuminate, standing at greater distances apart as the apex is approached and finally disappearing.—Bull. 99, Ia. Exp. Sta.

October receipts of clover seed at Toledo have been smaller than was expected. The low prices checked them. They will aggregate about 22,000 bags, against 33,500 during September. Year ago they were 9,300 bags, against 9,000 two years ago; 14,400 three years ago; 40,500 in 1903 and 56,000 in 1897. Shipments have been 7,000 bags, against 6,600 last month; 650 a year ago; 2,200 two and three years ago; 2,500 in 1903 and 18,000 in 1897. Very little went for export. Eastern buyers have taken some. November receipts generally show a marked decline from the October, which are generally the largest of the season. Last November they were 3,560 bags; two years ago 7,400, only a small decrease; three years ago 14,400; 18,000 in 1903 and 21,800 in 1897. December receipts show a further decrease and winter receipts are small.—C. A. King & Co.



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GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL. ☐

The Locomotive Spark Hazard.

[By W. M. Sloan, Inspector for Grain Dealers National Insurance Co.]

So long as trains are pulled by steam locomotives using coal fuel, it looks to me as tho the insurance companies and public will have to put up with the spark hazard. I make this statement, knowing how hard the mechanics of the railroads have been working to do away with what is to the railroads a big nuisance and discomfort to its passengers, and to those who are unfortunate enough to have their business plants located at or near a railroad right of way, a dangerous fire hazard.

When coal was first used as fuel, the old, what they call diamond stack, was on all locomotives, and while they are to a great extent abolished, there are a few in use on some new roads and branch roads. These engines are equipped with a netting of wire diaphragm to do away with sparks. My old darkey fireman said to me, going up hill with a heavy train one night: "Captain, that might stop a coal gate from going through the stack, but it sure don't stop this coal." The netting was too coarse, and anything finer was impracticable on account of stopping the draught and killing the steaming qualities of the engine. As coarse as this netting is, there are times when the coal is bad and clinkers a good deal, and especially on roads troubled with alkali water, the netting is not coarse enough as it gets choked up and practically kills the draught of the engine. I have known engineers to stick a bar down the stack, and punch large holes in it, some of them over an inch, so you can imagine what large pieces of fire spurts out while the engine is working.

On a branch road, or a road equipped with these engines, one train a day is as bad as a main line of some road equipped with modern engines running 50 trains a day. As I stated before, the railroad mechanical world, and I may add the brains of a lot of others, have been against this spark proposition from almost the beginning of coal being used as a fuel, and the best they have succeeded in doing is the straight shot pipe stack, front end extension engine in use on all railroads. While they have made some improvements in cutting down the size of the spark, hoisting it higher, they have not succeeded in making it entirely harmless as a fire producer, because as small as it is, if given the proper resting place, like the democrat in the republican convention, it is going to start something.

The average railroad engineer several years ago paid very little attention to the spark from his locomotive as a fire menace. His thoughts were occupied with other matters—making time, meeting trains, etc., and whether from the fact that the railroads were losing too much property or the insurance companies got after them, I do not know, bulletins were posted in all round houses for engineers not to work their engines hard going through some of the larger towns, and on passing designated places, to shut off steam altogether. These orders were very frequent, and gradually it got to be an offense punishable by suspension to any one violating.

The exact distance an engine spark will set fire is too much for me, but I do not doubt, given a proper resting place in a bed of dry straw or rubbish, it will ignite 300 feet away. For 30 miles on the railroad I ran on was through a marshy country, which at certain times in the year got very dry, and I have often seen

fires start on a windy day fully 300 feet from the stack by sparks thrown from a modern, straight shot stack extension front engine. In my opinion an elevator at a large station where all trains stop, located close to the stopping point, is safer from the spark hazard than the elevator located 300 or 400 feet away from the stopping point. When a stop is made, the boiler is generally allowed to fill up more than while running, and in starting out there is considerable water in the exhaust steam which has a deadening effect on the sparks that go with the exhaust. After running about 400 feet the water is all worked out, the engine is being worked very hard to get headway and until the engineer commences to lighten exhaust, by what they term picking up engine or working the steam expensively, there is a very hot line of sparks being thrown up, some 40 or 50 feet high, any one of which, if it falls on a nice cozy bed of corn shucks, straw rubbish, or on the roof of some elevator with this appendage, will make the insurance companies pay a bigger price for the bed than they will pay for one of their inspectors for years.

When the wind blows, as out in Kansas, Nebraska and Oklahoma, almost continually, and with very few still days, the spark exposure is far greater 70 or 100 feet from the track, than 25 or 30, for the reason when a train is running either passenger or freight, with throttle open, there is in the fire box from the enormous draught created by the exhaust and suction, the most intense heat, and a spark that comes out of the stack then has a fire heat for some little time. These sparks are thrown up various heights, according to the size of the train, and in a good many cases from 40 to 50 feet. In these windy sections everything is close to the railroad, as is demonstrated by the unusually low average of losses of depots at these isolated points. This rule reversed applies to railroad station exposures where trains do not stop, where usually no wind blows, and in valleys where the wind only blows two ways. That is in place of sparks being carried by the wind, they usually fall 20 or 30 feet from the track, so in these sections there is more danger close than farther away.

So long as we have to put up with the sparks, the best we can do is to take steps to prevent damage. The best preventive is iron clad, iron or composition roof, exposed buildings, and so shape all roofs to avoid as much as possible the landing or resting places for sparks, either on roofs or around the buildings. Keep rubbish, straw or litter away from the buildings, and if a spark does light on the building it finds nothing to ignite. Where dust is blown outside from top,

as much attention should be given the roof and premises surrounding the building in the way of cleanliness, as the office. To impress the matter more forcibly on the assured a charge should be placed against elevators that have no dust or cobhouse.

Patents Granted

Car Mover. No. 902,336. (See cut.) Chas. H. Shotwell, Akron, O. Two parts of the tool are pivoted one over the other, one part having a flange and a shoe to engage the wheel tread, the other part having an arm to fit around and clamp the inner side of the car wheel.

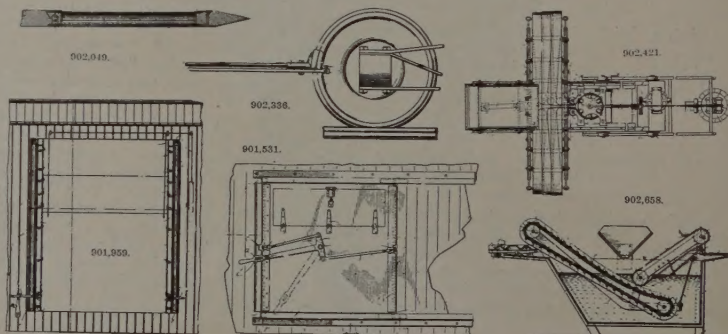
Smut Machine. No. 902,658. (See cut.) Richard M. Holland, Elkton, S. D. Swinging frames are pivoted within to opposite portions of a reservoir. In the frames are conveyors delivering from opposite portions of the reservoir, the material being fed from a hopper between the conveyors, one of which is a skimmer, the other elevating the heavy material.

Conveyor. No. 902,421. (See cut.) Wm. K. Liggett, Columbus, O., assignor to Jeffrey Mfg. Co., Columbus. Three belts overlap and run over pulleys of varying diameters on the same shafts. The supporting rollers of the frames are turned on horizontally disposed axes, the carrying belt passing around a driving pulley the axis of which is not horizontal.

Sampler for Granular Material. No. 902,049. (See cut.) An inner tube is mounted to rotate within an outer tube having two slots, longitudinal and circumferential. A spring-pressed pin mounted in the inner tube is adapted to project into the circumferential slot, an extension of the inner tube constituting the handle. Depressing the pin permits separation of the tubes.

Grain Door. No. 901,959. (See cut.) John Edman, Minneapolis, Minn., assignor of $\frac{1}{4}$ to Chas. Dahl, $\frac{1}{4}$ to A. M. Hovland and $\frac{1}{4}$ to E. G. Dahl, Minneapolis. The door is movable laterally thru the opening and is adapted to be clamped between cleats and pivoted lock blades applied to the sides of the door opening. The door is made up of sections and motion is imparted to the lock blades by a lever.

Grain Car Door. No. 901,531. (See cut.) Theodor Gerdes and Geo. E. Wilkin, Danforth, Ill. A lever pivoted to the door is provided at its inner end with two arms to which links are pivoted. On the ends of the door are slidable members traveling on the exterior of the car, between the side of the car and a longitudinally extending flange. When the door is completely closed the flange terminates flush with the front pair of slidable members.



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CHAS. H. RIDGWAY, Secretary

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